

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 15th January, 2024, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, George Dunstall, Scott Emery, Emine Ibrahim, Sue Jameson, Lotte Collett and Alexandra Worrell

Quorum: 3

1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee

makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. MINUTES (PAGES 1 - 18)

To confirm and sign the minutes of the Planning Sub Committee held on 11th December as a correct record.

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. HGY/2023/2357 LAND AT HARINGEY HEARTLANDS, BETWEEN HORNSEY PARK ROAD, MAYES ROAD, COBURG ROAD, WESTERN ROAD AND THE KINGS CROSS / EAST COAST MAINLINE, CLARENDON GAS WORKS, OLYMPIA TRADING ESTATE, AND 57-89 WESTERN ROAD N8 & N22 (PAGES 19 - 126)

Proposal: Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

9. PRE-APPLICATION BRIEFINGS

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

10. PPA/2024/0002 157-159 HORNSEY PARK ROAD, N8 0JX (PAGES 127 - 150)

Proposal: Redevelopment of the site to provide 32 residential units and commercial floorspace with associated disabled parking, landscaping and access

11. UPDATE ON MAJOR PROPOSALS (PAGES 151 - 166)

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 167 - 190)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 27/11/2023 – 29/12/2023.

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF NEXT MEETING

To note the date of the next meeting as 5th February.

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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 05 January 2024

PRESENT:

Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), John Bevan, Cathy Brennan, Sue Jameson, Scott Emery, Emine Ibrahim, Alexandra Worrell, George Dunstall, Lotte Collett and Sean O'Donovan

1. FILMING AT MEETINGS.

The Chair referred to the notice of filming at meetings and this information was noted.

2. PLANNING PROTOCOL

The Chair referred to the planning protocol and this information was noted.

3. APOLOGIES

Apologies were received from Councillor Bartlett, Councillor O'Donovan would be her substitute. This was in accordance with Committee Standing Orders 53 to 56.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Councillor Bevan stated he had a nonpersonal and a non-prejudicial interest in item 10 as he was a trustee of Haringey Sixth Form College and attended regular community liaison meetings with Spurs. Councillor Ibrahim stated she had a non-prejudicial interest in items 10 and 11 as she held a membership with Arsenal Football Club. She was also a member of Arsenal Independent Supporters Association. They would both be viewing the items with an open mind.

6. MEMBERSHIP

This item was not considered as this was discussed prior in a Special Strategic Planning Committee.

7. MINUTES (PAGES 3 - 10)

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 6th November as a correct record.

8. PLANNING APPLICATIONS

The Chair referred to the note on planning applications and this information was noted.

9. HGY/2023/2099 CHESTNUTS PARK, ST ANNS'S ROAD N15 3AQ (PAGES 11 - 60)

The Chair explained that she had asked officers for advice on the procedure for making a motion regarding deferral of an item. She explained that the Planning Protocol said that normally the Committee will hear representations on both / all sides before they decide to

defer for any reasons. So the normal procedure would be followed and then any decisions can be made, including on any motions.

Planning Officer Sarah Madondo introduced the report. This report was for construction of a sustainable urban drainage and associated play features and biodiversity enhancements.

The following was noted in response to questions from the committee:

- It was clarified that this application had 29 objections.

Amit Kamal, Chair of the Residents Garden Association attended the committee and spoke in objection to the proposal, outlining the following:

- The Friends of Chestnuts Park had diligently cared for this park on behalf of the community for the past two decades. The hard work had transformed this vital community asset in an area severely lacking in green space.
- If this was a listed park and garden characterised by its openness. Removing one third of the playing field would fundamentally change its nature and reduce both heritage and amenity value.
- Moving forward with the current proposal would contradict the principles of the Haringey deal, which promised to involve residents in key decisions and community infrastructure design.
- The Friends of the park were passionately supportive of urban drainage and that's why they were clear that this scheme should be withdrawn so that a better solution that meets the objective for park users, as well as the wider area could be found
- Over 1000 residents had signed a petition against this scheme in just three days.

Ceri Williams, local resident, attended the committee and spoke in objection to the proposal, outlining:

- That the project should not be sought for decision in its current form. It was viewed to be in the wrong location and at the wrong timing.
- This proposal would compromise the one wide space in the area.
- Chestnuts Park was too small for this scheme; no other local authority had imposed such a risky project.

Councillor Tammy Hymas attended the committee and spoke in objection to the proposal outlining:

- That the park had been a solace to people in the area because of the work done by the friends of park. It was a concern that the project could be moving forward as most of the residents did not support this, which exemplified a failure of the process. There was a strong opposition from people who had engaged in the project for a long time and had concluded that it was not right for the park. All residents wanted good flood mitigation; this had not been found. The failures of this scheme were not through a lack of engagement; the timing was wrong, and the scheme would not work in proportion. There was already huge pressure on green spaces in Haringey,
- Councillor Hymas was not sure why the scheme was proposed for approval when there were already high local concerns about the smell and the impact it would have on the usability of the park and contended that there was a need to restart the process

The following was noted in response to questions from the committee to the objectors:

- There were various delays in starting this project due to Covid, the project team were formed late but began works quickly. There were monthly meetings with the friends of the park and this proposal was discussed, but this was not the proposal the friends of the park were expecting. They recorded their concerns in discussions. The friends of the park visited Albany Park as that was a park with the most similar project. This raised further concerns as they thought this park was in poor condition – citing a drought and diseased trees. Despite these concerns the project continued to move forward, hence the need for the friends of the park to formally oppose the project.
- Friends of the park had been involved in conversations with the Environment Agency, Thames Water, and the Council's flood officer. Chestnuts Park was not a high-risk flood area. In relation to original ideas, friends of the park looked at having swales across the north side of the park, on the margin of the park and at the edge of the park. However, there were also still hopes to raise the Stonebridge brook, which hadn't been found. There was a considerable interest in raising the original brook that ran from Crouch End to Markfield.
- Compared to flood risks in the borough, the valley of what would have been the route of the Stonebridge Brook was not one of the major flood risks.

Simon Farrow, Head of Parks and Leisure attended the committee and spoke in support of the application:

Haringey had experienced flash floods on a scale previously unheard of, particularly in the areas that surrounded Chestnut Park. As a high flood risk area, the Council Parks and Green Spaces Strategy was developed through extensive co-design and approved by the Cabinet on the 11th of July. Public consultation undertaken in the summer saw 77% of residents in support of the proposal. Through this process, varying views had been heard and it was considered that stakeholder concerns had been addressed. The initial bid submission by the stakeholders was over 5000 square metres in size across two locations within the park. This application was now under half that size, with only half being a permanent water feature and the other half usable recreational space, providing additional flood attenuation during high flood events. Officers had been unable to find the route of the Stonebridge Brook, perhaps because of its depths. As such, it was no longer a viable option. Council officers have met with other councils to share lessons learned and best practice and this was fed into the design development. The proposal would improve biodiversity of this area of the park by 38% and between 29,000 and 43,000 litres of water per day would be cleaned.

The following was noted in response to questions from the committee to the Applicant.

- In terms of Thames Water misconnections, they would have to investigate where they identified connections, then there would be a process of corresponding with the residents. If that did not work, there would be enforcement. This could take up to a year to 18 months.
- There had always been a clear understanding of what documentation and supporting reports were required to validate the planning application. One of those was the flood risk assessment, this looked at a catchment wide scenario in terms of surface water and flooding. Within that report there was clarity regarding the flood modelling that was undertaken and the identification of the properties which would benefit to the north of the park.
- Gully cleaning could help to a certain extent. In extreme weather where the water would be flowing rapidly; gullies would not work effectively.
- When officers started to look at the project and the feasibility stage design, there was an option to look at a swale running along La Rose Lane. This was in a conservation

area, due to this there would be heritage setting issues that would need to be looked at. The scheme at present had responded to a detailed arboricultural impact assessment, which sets out where developments should take place. Officers removed any excavations and the development had been moved away from the trees that had been identified as moderate value. The scheme had been informed by an ecological survey outside of the mature trees and the less intensive grass and habitat around the edge. The rest of the amenity grass was considered of poor condition ecologically as a modified grassland. Officers looked to balance and replace that within the footprint of the scheme. Through the introduction of additional hedge planting around the edge of the scheme, still mindful of intervisibility and public surveillance whilst also providing that increase in biodiversity.

- In the initial stages, there was a desire by the friends of the park to see the daylighting of the Stonebridge Brook. That is why this was further up the list than other locations might have been in the borough.
- The Flood Risk Assessment submitted as part of the planning application looked at the flood modelling identified properties around Clarence Road and to the North of the park as the likely flow path for that flood inundation. In terms of the location, the original bid had two water features, one was up in the concreted area where the old warehouses were and the other one was identified in this location.
- Officers met regularly and had workshops with the architect, thus were aware of the wider aspirations of the park. The final location, the shape, and the balance of amenity space and wetland had been influenced by the existing site conditions. Officers also considered the wider stakeholders and engagement through the planning application.
- As part of the construction work, officers would also procure the landscapers to undertake the first three years of maintenance. Going forward the maintenance plan had been shared with the friends of the park. The proposal had been designed for minimal maintenance, understanding that resources are limited in terms of the Council.
- It was explained that the scheme would provide additional attenuation and additional space features to overall improve the drainage within the residual amenity grass and the area which was again mentioned by the friends as an issue. Officers also noted they were looking at smaller scale ditches or seasonal swales to accommodate this. It was about striking a balance of trying to come up with features that were not too extensive, mindful of the environmental sensitivity and not requiring a lot of maintenance.
- In regard to the Thames Water misconnections, the intention would be for that to be picked up in condition 4 of the management and maintenance plan. Officers noted they would be happy to include that to enhancements to make it clear that the connection should not be operational until the misconnections of have been satisfactorily addressed.
- Where there were lower areas, officers would use some of the soil dug out to regrade the rest of the grassed area so that it would minimise the amounts of ponding along the rest of the grassed area.
- It was a clear principle in the work with friends that their work, in any park across the borough is additional to the core maintenance responsibilities of the Park Service.

The Chair asked Robbie McNaugher, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. There had been an enhancement to condition 4 that the connection from the northern drainage shall not connect

until the misconceptions had been addressed. The Chair moved that the recommendation be granted and following a chair's casting vote due to 5 in favour, 5 against and 1 abstention.

RESOLVED

1. That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informative.

That the delegated authority be granted to the Head of Development Management or to make any alterations, additions or deletions to the recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Summary Lists of Conditions

Summary Conditions (a full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision;
- 2) In accordance with approved plans
- 3) Cycle Parking;
- 4) Management and Maintenance Plan;
- 5) Construction Management Plan;
- 6) Tree Protection Plan;
- 7) Arboricultural Method Statement;
- 8) Tree Survey and
- 9) Biodiversity Management and Monitoring Plan

Informative

- 1) Hours of construction
2. 2) Thames Water

10. HGY/2023/2137 TOTTENHAM HOTSPUR STADIUM, 748 HIGH ROAD, TOTTENHAM, LONDON N17 0AL (PAGES 61 - 390)

Samuel Uff, Planning Officer introduced the report for Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act (EIA development).

The following was noted in response to questions from the committee:

- Previously in the 2016 application approval, the approved height was 100 metres. Within this application this would increase by up to 27 metres, but that was contextual. This would not be the tallest building on the wider site. The design was thought to be a significant improvement from that of the previously approved design.
- Car parking was also something that was approved previously, and that car park had already been built. There would be a parking management plan as part of that. The

difference between this development and the developments in Tottenham Hale was that when the stadium was being built, they did a lot of excavation. They went deep to build the foundations for the stadium and at the same time they future proofed this scheme by digging foundations for the hotel and the subsequent blocks, so there were likely two or three storeys deeper for car parking.

- Compared to the previous application, there had been enhancements and changes to the application conditions and design.
- In terms of the water assessment, there were two aspects of this. The water used within the hotel and the water used residentially. This would be reviewed as part of the energy and sustainability obligations. The idea would be to keep this as low as possible. There would also be SUDS as part of the wider drainage strategy. Thames Water have confirmed that this would be a sufficient capacity for the area.
- Light compensation would not be a material planning consideration, this would be a private matter. In terms of fire strategy and getting the two cores, that was one of the concerns of having the hotel and residential within the same building and having those independent cores. That was a big driver for the applicant in amending the design. The HSE considered that this would be within regulations and an improvement in what was previously submitted. In terms of section 106 contributions for Bruce Castle, there is a play space contribution. This had not been designated to a specific park in the locality yet. There would be a discussion internally as where best to have this. There were additional built-in elements of various amenities for residents.
- The carbon offset calculation was based on the GLA guidance of offsetting any carbon reductions that haven't been met on site by 30 years.
- Cycle parking would be in line with the London Cycle design standard. This document recommends two tier cycle parking.
- In relation to Worcester Avenue, there were no plans to change the existing operation. Currently, there were bollards which are supported by the traffic management order.

The following was noted in response to questions from the applicant:

- In terms of Air BnB risk, the principle of the conversion of the service departments from C1 hotel use to C3 residential use had already gone through, it was not part of this application to convert them from hotel service departments. Residential is subject to the existing regulatory restrictions across London on short term lets.
- It was noted that Haringey Sixth Form College would be keen to be involved in the training aspect provided.

The Chair asked Robbie McNaugher, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. Subject to section 106 and as set out in the papers and the addendum and with the addition of specific mention of the Haringey Sixth Form College in the obligation for the training hotel. The Chair moved that the recommendation be granted following a vote with 11 in favour, 0 against and 0 abstentions.

RESOLVED

1. That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to GRANT planning permission subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below following referral to the Mayor of London.

2. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 11/02/2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow.
3. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
4. That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub- Committee.

Conditions Summary for the entire masterplan site – (Full text of recommended conditions is contained in Appendix 01 of this report. Conditions 1-16 are replicated and amended where necessary from the extant permission HGY/2015/3000).

- 1) Implementation Timescales – Full
- 2) Reserved Matters
- 3) Phasing Plan
- 4) Consented drawings and documents
- 5) Business and Community Liaison construction Group
- 6) Conformity with Environmental Statement
- 7) Maximum quantum / density
- 8) Materials
- 9) Materials boards
- 10) Flood Risk Management
- 11) Drainage (amended +40% climate change)
- 12) Interim landscape plan and meanwhile uses
- 13) Plant and machinery
- 14) Demolition of locally listed buildings (condition discharged)
- 15) Elements of the Edmonton Dispensary and Red House Coffee Palace Facade and Interiors Retention (condition discharged)
- 16) Carbon savings

Conditions Summary for the Plot 3:

- 1) Consented drawings
- 2) Construction Environmental Management Plan
- 3) Air Quality and Dust Management Plan
- 4) Construction Waste Management Plan
- 5) Construction hours
- 6) Piling method statement
- 7) Temporary site hoarding
- 8) CCTV
- 9) Lighting
- 10) Waste and refuse
- 11) Energy Centre flues
- 12) Landscape management
- 13) Hours of operation of rooftop terraces
- 14) Contamination

- 15) Contamination remediation
- 16) Telecommunications
- 17) Cooling demand
- 18) Parking management plan
- 19) Cycle storage
- 20) Hard and soft landscaping
- 21) Wind mitigation
- 22) Fire statement
- 23) Accessible housing
- 24) Secured by Design
- 25) Noise attenuation
- 26) Non-Road Mobile Machinery 1
- 27) Non-Road Mobile Machinery 2
- 28) Energy Strategy
- 29) PV arrays
- 30) BREEAM outcome
- 31) Telecommunications Equipment

Informatives Summary – (the full text of Informatives is contained in Appendix 01 to this report).

- 1) Conditions discharged previously
- 2) Working with the applicant
- 3) Community Infrastructure Levy
- 4) Numbering New Development
- 5) Dust
- 6) Disposal of Commercial Waste
- 7) Environment Agency permits
- 8) Metropolitan Police
- 9) Piling method
- 10) Minimum Water Pressure
- 11) Paid Garden Waste Collection Service
- 12) Sprinkler Installation
- 13) Land Ownership
- 14) Site preparation works
- 15) Site Preparation Works

Section 106 Heads of Terms (* indicates existing obligations) :

1) Podium and Public Access*

- a) Year round public access to podium and other publicly accessible areas (apart from one day a year) from completion of development Phase 3.
- b) Maintenance of Podium and public realm.
- c) Cultural / Community Events (12 per year for 6 years) from date of this decision notice.

2) Playspace Contribution

- a) Off-site provision for £17,670.

3) Art management Strategy – prioritising use of local artists and cultural significance.

4) Car Capping – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

5) Car Club Contributions - Two years' free membership for all residents and £50.00 per year credit for the first 2 years; and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.

6) Residential & Hotel* Travel Plans comprising:

- a) Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan)
- b) Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, to every new household.
- c) £3,000 for monitoring of the travel plan initiatives.

7) Highways Agreement

- a) Include Active Travel Zone (ATZ) assessment and Highway Safety Audit
- b) See Section 278 Agreement Heads of Terms.

8) Servicing and Delivery Plan*:

- a) outline how all servicing for the wider site will be operated and clarify use of any on-street loading bays.
- b) step by step details of access to and from the Highway,
- c) the oversight of vehicles as they move across the Podium (details of marshalling arrangements and numbers of marshals),
- d) swept paths to show progress between landscaping and any other features,
- e) management arrangements to ensure visiting service vehicles adhere to their booked slots and dwell durations to ensure as smooth working as possible to accommodate movements in this area without compromising the pedestrian environment and movements.
- f) A ban on vehicular movement on the podium with the exception of emergency vehicles during the critical pedestrian times.

9) Cycle Strategy*

10) Employment & Skills Plan* - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD) prioritised for Haringey residents.

11) Business Opportunities*

12) Commitment to being part of the borough's Construction Partnership*.

13) Future connection to District Energy Network (DEN)*

- a) Submission of Energy Plan for approval by LPA
- b) Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)
- c) Design of secondary and (on-site) primary District Heat Network (DHN) in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.
- d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.

14) Provision of EV car parking Spaces*

15) Carbon offsetting*

- Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement.

16) Ultrafast broadband infrastructure and connections to be provided.

17) Commitment to Considerate Contractors Scheme*

18) Monitoring*

- Based on 5% of the financial contribution total and £500 per non-financial contribution.

Section 278 Highways Legal Agreement Heads of Terms

19) Planned and funded public highway improvements to Park Lane

2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:

i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.

ii. In the absence of a legal agreement securing financial contributions towards open space, the scheme would fail to provide sufficient amenities for future residents contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM48.

iii. In the absence of legal agreement securing 1) a residential Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) car club contributions and 4) podium access the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel and fail to mitigate the impacts of the development and provide the benefits envisaged for the area. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

iv. In the absence of an Employment and Skills Plan and Ultrafast broadband infrastructure the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.

v. In the absence of a legal agreement securing an art strategy the proposal would fail to achieve a high quality design contrary to Local Plan Policy SP11 and Policy DM1 of the DM DPD.

vi. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

vii. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission provided that:

- i. There has not been any material change in circumstances in the relevant planning considerations, and
- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

2.8 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- i. There has not been any material change in circumstances in the relevant planning considerations, and
- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal.

11. HGY/2023/2306 & 2307 PRINTWORKS 819-829 HIGH ROAD, TOTTENHAM, LONDON, N17 8ER (PAGES 391 - 616)

Phillip Elliot, Planning Officer introduced the report for Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. (HGY/2023/2306) Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations, and associated works. (HGY/2023/2307)

The following was noted in response to questions from the committee:

- Permission was granted a year ago to build apartments alongside a cinema. The operator that the applicant had on board for the cinema use had dropped out of the scheme. Therefore, that scheme could not be delivered, and it was no longer viable.
- In the London Plan it explained that these buildings and smaller self-contained single person units had potential to free up space. There would be a significant portion of the student accommodation which would be affordable as well.
- There was an evidence-based document called the Strategic Housing Market Assessment. This had been produced for the emerging new local plan and for the new housing strategy. That evidence-based document talked about student housing, student numbers were rising and it acknowledged that student bed spaces can be counted towards housing supply in terms of meeting Haringey's housing target.
- There would be 250 long stay cycle parking spaces and 9 short stay cycle parking spaces.
- Single aspect units tended to be found in student accommodation due to the sizes of the rooms, the amenity spaces would be dual aspect.
- Student accommodation had different parking provisions to residential accommodation, which was 10% and therefore meant 1 disabled parking space would be available.
- This would be a project with sprinklers.
- The difficulty in providing other housing alongside student accommodation was due to the plan layout and the nature of having the High Road buildings and courtyards

behind. Additionally, the operator focused on student accommodation. To have that mixed management in the scheme would prove difficult to have a PBSA operator.

- There would be 287 bed spaces, this would translate to 114 units towards Haringey housing targets. Housing need in the planning system is crystallized and defined by the Haringey housing target of 1592 homes per year. This proposal, in accordance with the London Plan policy, would contribute towards that figure.
- Over the summer when students wouldn't be at the accommodation, there would be an opportunity for other people to come and use the space. Any temporary use should not disrupt the accommodation of the resident students during their academic year.
- The London Strategic Housing Market Assessment was the evidence base that sits behind the London plan. Student need was including students whose parents did not own a home and who could not therefore act as rental guarantors for their children. This need also included students who may, due to a disability or impairment, struggle to find accessible private rented sector accommodation that would meet their needs. There was a need for 88,500 purpose-built student accommodation bed spaces.

During this item, at 10pm The Chair stated for the record in accordance with Committee Standing Order 18, to note that no meeting should continue after 10pm except that of discussion of the specific item or case in at hand at 10pm may continue thereafter at the discretion of the Chair of the meeting. Consideration of any business remaining shall be deferred to the next ordinary meeting, expect where the matter(s) falls to be dealt with under the urgency provisions.

Cllr Bevan put forward a motion to increase the number of disabled parking bays to 3. This was seconded by Cllr Rice and followed a vote of 4 for and 7 against. The motion was not carried.

The Chair asked Robbie McNaugher, Head of Development Management and Planning Enforcement to sum up the recommendations as set out in the report. The Chair moved that the recommendation be granted and following a vote with 10 in favour, 1 against and 0 abstentions.

RESOLVED

1. That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to GRANT planning permission and listed building consent subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below.
2. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 29/03/2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow.
3. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
4. That the Committee resolve to GRANT Listed Building Consent and that the

Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the Listed Building Consent and impose conditions and informatives.

5. That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission and/or Listed Building Consent) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Conditions Summary – Planning Application HGY/2023/2306 (the full text of recommended conditions is contained in Appendix 01 of this report).

- 1) 5-year time limit
- 2) Approved Plans & Documents
- 3) Contract - No demolition of No. 829 High Road until contract let to build the Printworks Block.
- 4) Photographic survey
- 5) Accessible Student Accommodation
- 6) Commercial Units - Ventilation/Extraction
- 7) Commercial Units - Café/restaurant Opening Hours
- 8) BREEAM Certificate
- 9) Commercial Units – Noise Attenuation
- 10) Noise Attenuation – Student Accommodation
- 11) Detailed Fire Statement
- 12) Landscape Details
- 13) Trees & Planting – 5-year Replacement
- 14) Biodiversity
- 15) External Materials and Details – Printworks Buildings
- 16) External Materials and Details – Nos. 823-827 High Road
- 17) No new Plumbing on outside of Nos. 823-827 High Road
- 18) No new Grilles on outside of Nos. 823-827 High Road
- 19) Living roofs
- 20) Ground Floor Western Boundary Details
- 21) Energy Strategy
- 22) Overheating (Student Accommodation)
- 23) Overheating (Non-Resi)
- 24) Building User Guide
- 25) Metering Strategy
- 26) Den Connection
- 27) PV Arrays
- 28) Urban Greening Factor
- 29) Secured by Design
- 30) Stage I Written Scheme of Investigation of Archaeology (PRECOMMENCEMENT)
- 31) Stage II Written Scheme of Investigation of Archaeology
- 32) Foundation Design – Archaeology (PRE-COMMENCEMENT)
- 33) Written scheme of historic building investigation (PRECOMMENCEMENT)
- 34) Land Contamination
- 35) Unexpected Contamination
- 36) Combined Stage 1/2 Road Safety Audit – Brunswick Square (PRECOMMENCEMENT)
- 37) Car Parking Design & Management Plan
- 38) Cycle Parking Details
- 39) Delivery and Servicing Plan
- 40) Student Waste Management Plan

- 41) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 42) Public Highway Condition (PRE-COMMENCEMENT)
- 43) Demolition/Construction Environmental Management Plans (PRECOMMENCEMENT)
- 44) Management and Control of Dust (PRE-COMMENCEMENT)
- 45) Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)
- 46) Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)
- 47) Impact Piling Method Statement (PRE-COMMENCEMENT)
- 48) Business and Community Liaison Construction Group (PRECOMMENCEMENT)
- 49) Telecommunications
- 50) Evidence of operational public hydrants/suitable alternatives
- 51) Clean water capacity to serve the development (Thames Water)
- 52) Water Efficiency Condition

Informatives Summary – Planning Application HGY/2023/2306 (the full text of Informatives is contained in Appendix 01 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Discharge Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Disposal of Commercial Waste
- 12) Piling Method Statement Contact Details
- 13) Minimum Water Pressure
- 14) Paid Garden Waste Collection Service
- 15) Sprinkler Installation
- 16) Designing out Crime Officer Services
- 17) Land Ownership
- 18) Site Preparation Works
- 19) Listed building consent
- 20) S106 agreement and s278 agreement

Conditions Summary – Listed Building Consent Application HGY/2023/2307 (the full text of recommended conditions is contained in Appendix 02 of this report).

- 1) 5-year time limit.
- 2) Development to be in accordance with approved plans and documents.
- 3) Contract to complete works to be in place prior to demolition.
- 4) Matching materials
- 5) Hidden historic features
- 6) Redundant plumbing, mechanical & electrical services
- 7) Making good redundant plumbing, mechanical & electrical services
- 8) Approval of details, including method statements (various)
- 9) Masonry cleaning
- 10) No new plumbing
- 11) No new grilles

Informatives Summary – Listed Building Consent HGY/2023/2307 (the full text of Informatives is contained in Appendix 02 to this report).

- 1) Working with the applicant
- 2) External materials to be approved pursuant to Planning Permission (HGY/2023/2306)

Section 106 Heads of Terms:

Affordable Housing

1) Affordable Student Accommodation – Affordable Student Accommodation Scheme to be submitted for approval prior to commencement of development:

- a. Minimum of 35% of the proposed accommodation shall be affordable student bedspaces (101 student bedspaces)
- b. Affordable student accommodation residents to have access to the same communal amenity as the market accommodation.
- c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.

2) Affordability

- a. Affordable student accommodation shall meet the following affordability criteria:

The definition of affordable student accommodation is a Purposebuilt student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.

The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report.

Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance.

- b. the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
- c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.
- d. The initial annual rental cost for the element of affordable accommodation should not exceed the level set out in the Mayor's Annual Monitoring Report for the relevant year. For following years, the rental cost for this accommodation shall be linked to changes in a nationally recognised index of inflation.
- e. A review period shall be set to allow for recalibrating the affordable student accommodation to the level stated as affordable in the Mayor's Annual Monitoring Report.

3) Viability Review Mechanism

- a. Early-Stage Review if not implemented within 2 years.
- b. Break review – review if construction is suspended for 2 years or more.

4) Student use only in term time - Accommodation secured for the use of students only during the academic year.

- Outside of the academic year the building shall only provide accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses or any similar use at any institution approved in advance in writing by the local planning authority, acting reasonably. The temporary use shall not

disrupt the accommodation of the resident students during their academic year. Any ancillary use described above shall only be for a temporary period each year and shall not result in a material change of use of the building.

5) Nomination Agreement - The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms shall be secured through a nomination agreement for occupation by students of one or more higher education provider.

Transportation

6) Future Connectivity & Access Plan – setting out how the development shall be constructed to allow for potential future pedestrian, cycling and vehicular access across the development to and from adjacent land (Peacock Industrial Estate).

7) Percival Court resurfacing - Works to resurface Percival Court within the application site and for the length of the application site up to the High Road.

8) Car Capping – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

9) Car Club Contributions - Two years' free membership for all residents and £50.00 credit.

10) Student & Commercial Travel Plans comprising:

a) Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan) to monitor the travel plan initiatives annually for a minimum period of 5 years.

b) Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, along with a £200 voucher for active travel related equipment purchases for every new student.

c) Each travel plan requires the payment of £2,000 (two thousand pounds) per year, per travel plan for monitoring of the travel plans for a period of 5 years.

11) Highways Agreement – See Section 278 Agreement Heads of Terms.

Employment and Training

12) Employment & Skills Plan - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD).

13) Commitment to being part of the borough's Construction Partnership. Carbon Management and Sustainability

14) Energy & Potential future connection to District Energy Network

a) Submission of Energy Plan for approval by LPA

b) Ensure the scheme is designed to take heat supply from the proposed DEN where viable (including submission of DEN Feasibility Study)

c) Design of secondary and (on-site) primary District Heat Network (DHN) in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.

d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.

e) Sustainability review

f) Heating strategy fall-back option if not connecting to the DEN

h) Deferred carbon off-set contribution

i) To install solar PV in the roof area reserved for the low-carbon heating

solution if connecting to the DEN

15) Carbon offsetting

Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement.

Telecommunications

16) Ultrafast broadband infrastructure and connections to be provided.

Construction

17) Commitment to Considerate Contractors Scheme.

Monitoring

18) Based on 5% of the financial contribution total and £500 per non-financial contribution.

Section 278 Highways Legal Agreement Heads of Terms

19) Works to widen Brunswick Square public highway

20) Works to link in with High Road public highway

21) Works to resurface Brunswick Square for the length of the application site up to the High Road

Section 38 of the Highways Act

22) The adoption of a widened Brunswick Square including the new loading bay would require a section 38 agreement.

2.6 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

2.7 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application and Listed Building Consent applications be refused for the following reasons:

Planning Application

i. In the absence of a legal agreement securing 1) the provision of on-site affordable student accommodation 2) A nomination agreement and 3) viability review mechanisms the proposals would fail to meet the student accommodation and affordability aspirations for London. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H15, Strategic Policy SP2, and DM DPD Policies DM13, DM15 and Policy NT5.

ii. In the absence of legal agreement securing 1) a Student Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) and car club contributions the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel.

As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

iii. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.

iv. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

v. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition

and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

Listed Building Consent

i. In the absence of a planning permission for the proposed change of use of the ground floor and conversion of the upper floors to housing, the proposed removal of historic fabric and internal and external alterations would be unnecessary and unacceptable. As such, the proposal is contrary to London Plan Policies HC1, Strategic Policy SP12 and DM DPD Policy DM9.

12. UPDATE ON MAJOR PROPOSALS (PAGES 617 - 632)

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

This item was not discussed due to Committee Procedure rule 18 of no meeting continuing past 10pm.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 633 - 660)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 23/10/2023 – 24/11/2023.

This item was not discussed due to Committee Procedure rule 18 of no meeting continuing past 10pm.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

To note the date of the next meeting as 15th January.

The meeting ended at 10.15pm

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2023/2357**Ward:** Noel Park

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22

Proposal: Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

Applicant: St William Homes LLP

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Date received: 01/9/2023 **Last amended date:** 24/11/2023

Plans and documents: See Appendix 1 (Plans and application documents)

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Opportunity Area in the London Plan; a Growth Area in the Haringey Local Plan: Strategic Policies 2017; it is allocated in Haringey's Site Allocations DPD 2017 as Clarendon Square - SA22.
- A hybrid planning permission (part outline, part detailed) was granted on 19 April 2018 - ref. HGY/2017/3117, for a residential led mixed use development including up to 1714 residential units; 7,500sqm of Class B1 Business; 1,500sqm to 3,950sqm Class A1-A4; 417sqm Class D1 Day Nursery; and up to 2,500sqm Class D2 Leisure; two energy centres; vehicular access, parking; realignment of Mary Neuner Road; open space and landscaping and associated infrastructure works. Its included 32.5% affordable housing site-wide by habitable room (48.3% affordable rent and 51.7% shared ownership). Across previously consented phases (1-3) there is 47.7% affordable housing by habitable rooms. 392 affordable homes have been built to date on the site. An additional 46 homes are under construction.

- The detailed element of the hybrid consent (HGY/2017/3117) comprised the 'Southern Quarter' (Phase 1 and Phase 2); totalling 622 units in nine buildings (Buildings A1-A4, B1-B4 and C1), and including 332sqm of Class B1 Business/Class A1-A4 use and 417sqm Day Nursery. The remaining residential units form the outline element of the hybrid consent and require reserved matters consent to come forward.
- Following the Hybrid Planning Permission, there have been 3 Reserved Matters Applications approved for buildings D1 & D2 (April 2019), D3 & D4 (October 2019) and E1 – E3 (October 2020) which form Phase 3. This phase comprised 481 units and is referred to as the Eastern Quarter. The current reserved matters application is for buildings H1 – H3 within Phase 4, within the 'Northern Quarter'. Phase 5 will come forward in due course and comprises the remainder of the Northern Quarter (Buildings G1, G2 and F1) and the 'Western Quarter' (Buildings J1 and J2).
- The current reserved matters application forms an important phase of the redevelopment of the wider site and will assist in the delivery of a significant number of new homes to meet the Borough and London's wider housing needs in the future. This phase will secure 377 private tenure units (100%). It will also deliver key benefits associated with the redevelopment of this brownfield site including 2,652 sqm GEA of commercial floorspace, a new public square upgrades to the public realm on Coburg Road and enhanced connectivity across the site, through the wider surrounding area.
- The nature and scale of the proposed development is strongly supported by its location within designated growth areas as identified by local and strategic planning policy which envisages significant change and regeneration.

3. RECOMMENDATION

3.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability is authorised to issue the planning permission and impose conditions and informatives.

3.2. Conditions – Summary (the full text of recommended conditions is contained in Section 12 of this report)

- 1) In accordance with plans
- 2) Landscaping
- 3) Boundary treatment
- 4) Design details

3.3. Informatives – Summary (the full text of recommended conditions is contained in Section 12 of this report)

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers

CONTENTS

4. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
5. RELEVANT PLANNING HISTORY
6. PLANNING BACKGROUND
7. CONSULTATION RESPONSE
8. LOCAL REPRESENTATIONS
9. MATERIAL PLANNING CONSIDERATIONS
10. CONCLUSIONS
11. COMMUNITY INFRASTRUCTURE LEVY
12. RECOMMENDATION

APPENDICES:

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| Appendix 1 | Plans and Application Documents |
| Appendix 2 | Summary of consultation responses |
| Appendix 3 | Quality Review Panel Report |
| Appendix 4 | Plans and images |

4. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

4.1. Proposed development

- 4.1.1. The proposal seeks approval of reserved matters relating to the layout, scale, access, appearance and landscaping associated with Buildings H1, H2 and H3, forming Phase 4 of the 'Northern Quarter', including the construction of 377 residential units, commercial floorspace (Class A1/B1 and A3), basement car and cycle parking, public/private community amenity space and public/private landscaped areas pursuant to the hybrid planning permission (Ref. HGY/2017/3117) approved on 19th April 2018.
- 4.1.2. The National Planning Practice Guidance (NPPG) states that Reserved Matters are those aspects of a proposed development which an applicant can choose not to submit with an outline planning application, (i.e. they can be 'reserved' for later determination). These are 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' and are all submitted for consideration.
- 4.1.3. This reserved matters application does not seek permission in respect to the principle of development (the land use, number of units, level of affordable housing, commercial floorspace and height/scale of buildings are already approved as part of the outline consent HGY/2017/3117) but its detailed proposals which must be in accordance with the outline consent to which it relates including any indicative masterplan, parameter plans, design guidance, conditions and s.106 obligations.
- 4.1.4. This reserved matters application has been informed by the development specification, the indicative masterplan, the parameter plans and design codes established by the hybrid consent and its outline planning requirements. National, strategic and local planning policy and guidance underpin all details being considered.
- 4.1.5. This reserved matters application has been amended since initial submission and includes the following changes:
- Clarification on ground floor cycle parking

Location

4.1.6. The proposed development detailed in this submission is in the northern quarter (Phase 4) as identified in the hybrid consent. Buildings H1 to H3 will be bound by:

- Coburg Road to the north;
- Silsoe Road east;
- The approved buildings C1 to the south west, forming the first phase of the southern quarter;
- The approved buildings D1 and D2 to the south, forming the first phase of the eastern quarter;
- The approved buildings D3 and D4 to the south, forming the second phase of the eastern quarter;
- The approved buildings E1, E2 and E3 to the south, forming the third phase of the eastern quarter;
- Proposed buildings F1, G1, G2, J1 and J2 to the west and subject to a future reserved matters application



Fig 1 – site phasing plan

4.1.7. Buildings A1, A2, A3, A4, B1, B2, B3, B4, C1, D1, D2 of phases 1, 2 and 3 are complete. Buildings D3, D4, E1, E2 and E3 of phase 3 are currently under construction.

Key Features

4.1.8. The proposal for buildings H1 to H3 comprises:

- 377 residential units private tenure units (100%) in buildings of between 14 and 27 storeys;
- 85 x studios (25.5%); 108 x 1 bed units (28.6%) 176 x 2 bed units (46.7%); 8 x 3 bed units (2.1%)
- 861 habitable rooms
- 209 dual aspect units (62%) and 128 single aspect units (38%)
- 334 sqm GIA of café floorspace
- 1,522sqm GIA of workspace floorspace
- 2,795sqm of basement to accommodate refuse/recycling stores, car parking and cycle parking spaces for residents
- 24 visitor cycle parking spaces
- 2446 sqm private amenity area (balconies and terraces)
- 465 sqm private communal amenity area including children's play space (103sqm)
- Public amenity space (1020sqm square and 302 sqm arcade) including children's play space (233sqm)

Building H1

- 162 private residential units on upper floors within a 27 -storey building;
- 46 x studio units, 18 x 1 bed, 94 x 2 bed units, 4 x 3 bed units
- 163sqm private communal amenity space on 10th floor level
- Workspace at ground and first floor level
- Restaurant/Tap Room, residential lobby, residential and commercial cycle store, workspace reception/circulation and commercial refuse store at ground floor level

Building H2

- 100 private residential units on upper floors within a 14 to 17-storey building;
- 18 x studio units, 39 x 1 bed, 41 x 2 bed and 2 x 3 bed units;
- Workspace at ground and first floor level
- 223sqm private communal amenity space on 14th floor level and 79 sqm private communal amenity space on the 2nd floor shared with building H3

- Parcel and commercial refuse store, residential lobby and workspace reception/circulation and bus driver WC facilities at ground floor level

Building H3

- 115 private residential units on all floors within a 14 to 20 -storey building;
- 21 x studio units, 51 x 1 bed, 41 x 2 bed and 2 x 3 bed units;
- 223sqm private communal amenity space on 14th floor level and 79 sqm private communal amenity space on the 2nd floor shared with building H2
- Workspace at first floor
- Restaurant/Tap Room, Commercial refuse store, Bin holding area, plant room, substation, workspace circulation at ground floor level

Appearance

4.1.9. Building H1 is a slender point tower which marks the strategic junction between Coburg Road and the emerging north south route in the masterplan. H1 is also a marker for the wider cultural quarter regeneration area. Building H2 and H3 is designed as a perimeter block that is articulated with a thinner bridging section (as shown below).

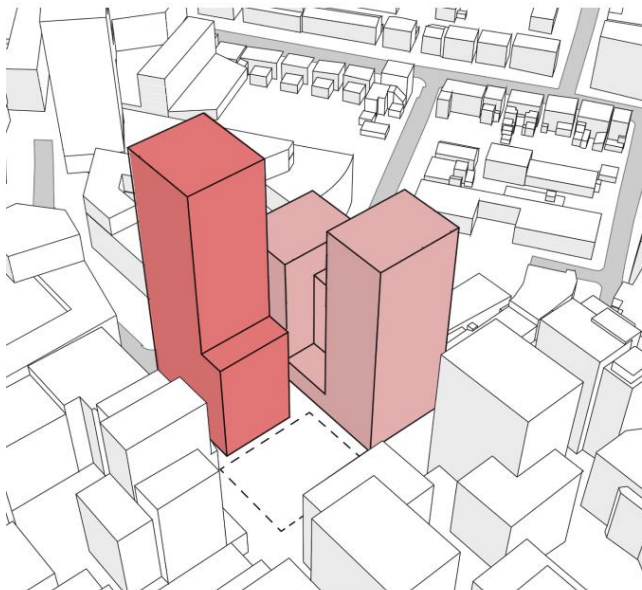


Fig 2- proposal massing block H2 and H3



Fig 3- View from Mayes Road

4.1.10. The architectural expression of Building H1 is a light grey grid with darker toned inserts. This expression is differentiated from the language of the earlier phases to the south of the masterplan, accentuating it as a marker building. Buildings H2 and H3 share a predominantly brick material palette in order to visually link them to the wider masterplan. Buildings H2 and H3 have lighter toned horizontal banding in order to match Building H1 and create a common expression across the phase.

Access and Open Space

4.1.11. The landscaping of the public areas maximises connectivity while creating flexible and interesting spaces for the use of residents, businesses, local community and visitors alike.

4.1.12. Coburg Road will form the primary vehicular, cycle and pedestrian route connecting the site to Wood Green Station and High Street to the east, and Alexandra Palace and Park to the west. The new shared cycle and pedestrian lane between Phase 4 and Phase 5 will become a key route connecting Mary Neuner Road and the masterplan development to the new Cultural Quarter to the north. A pedestrian only arcade between H1 and H2/3 will become an important route connecting Coburg Road to the new square. Two bus driver welfare WC facilities have been provided within the ground floor of the H2/3 building and can be accessed from Silsoe Road.

Landscaping and biodiversity

4.1.13. A diverse range of hard and soft landscaping is proposed incorporating a range of paving in addition to raised and low level planters. The planting palette includes flowering shrubs and woodland planting. Medium and small size trees along the new lane, the arcade and square is proposed with the largest trees proposed to line the northern edge of the site along Coburg Road.

Basement

4.1.14. The hybrid planning consent – referenced HGY/2017/3117 - provides for 22,750sqm of basement, split between the 'Vehicle Basement', 'Energy Centre Basement (Detailed Component)', and 'Energy Centre Basement (Outline Component)'. Relevant to this reserved matter application is the vehicle basement area, which, as part of the hybrid permission is measured as Gross Internal Area and comprises up to 21,500sqm. This includes the two basements either side of Mary Neuner Road within the detailed application, in addition to the basement under the western, eastern and northern quarter in the outline component. The basement proposed as part of this application is 2,795 sqm. Within the basement, parking for the residents of buildings H1 to H3 accommodates 19 accessible wheelchair car parking spaces. Within the basement 616 'long stay' cycle parking spaces for the residents of buildings H1 to H3 is also provided. The basement also accommodates the refuse stores for each building within phase 4 including a lift for access.

Compliance with Hybrid Consent – Reference HGY/2017/3117

4.1.15. The three 'H buildings' (H1, H2 and H3) proposals have been designed to comply with the outline requirements of the Hybrid consent – HGY/2017/3117 including the approved parameter plans and design guidance. The scale, quantum and mix of the development under consideration are consistent with these requirements.

4.2. Site and Surroundings

Wider development site

4.2.1. The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road, Clarendon Road and Coburg Road and the London Kings Cross/East Coast Main Line. The site covers an

area of approximately 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority.

- 4.2.2. Construction works commenced on site in Summer 2018 with phases 1 and 2 now complete. Phase 3 construction works have begun with Buildings D1 and D2 completed construction of buildings D3, D4, E1, E2 and E3 is now underway. The park is now completed and open to the public. A group of commercial buildings along Coburg and Western Road are present to the north.
- 4.2.3. The surrounding area includes a range of residential, retail, office, industrial and operational land-uses. Coburg Road forms the northern boundary of the site, the north side of Coburg Road is currently occupied by a variety of low rise industrial buildings beyond such as the Chocolate Factory. Immediately east is Silsoe Road which is occupied by Bittern Place and further south is Brook Road. To the west is Western Road which backs onto the East Coast Mainline Railway and the sloped embankment and brick wall that leads up to the railway. Western Road leads into Mary Neuner Road which forms the north south route through the Clarendon Square development.
- 4.2.4. To the west and beyond the railway line is New River Village, a contemporary residential development. A pedestrian access runs under the railways connecting the two sites adjacent to the water treatment works.
- 4.2.5. The site has a Public Transport Accessibility Rating (PTAL) of 4-6 (6 representing the highest level of accessibility). Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations are in close proximity and there are numerous bus routes within walking distance.

Application site

- 4.2.6. The site forms part of the northern quarter development zone, one of four identified (Northern, Southern, Western and Eastern) by the indicative masterplan approved as part of the hybrid consent – HGY/2017/3117 - to aid in defining and guiding site-wide redevelopment (see paragraphs 57).
- 4.2.7. The northern quarter is located at the north of the masterplan and will also accommodate buildings F1, G1 and G2 as defined by the hybrid consent.
- 4.2.8. The Reserved Matters application site is at the north-eastern edge of the Northern Quarter. Building H1 faces Coburg Road to the North, the Public Square to the South, Building H2 to the east, and Phase 5 to the west. Building H2 faces onto

Coburg Road to the North, connects to H3 to the south, faces Silsoe Road to the east and faces H1 to the west. Building H3 faces the eastern quarter to the south, Silsoe Road to the east and the public square to the west.



Fig 4- Application site in context

5. RELEVANT PLANNING HISTORY

5.1. In 2012, an outline planning application (accompanied with an Environmental Impact Assessment) (reference. HGY/2009/0503), was granted for the demolition of existing structures and redevelopment of the site to provide a residential led mixed-use development, comprising 950 to 1,080 residential units - 11% to 20% affordable (unit basis) and 14% to 24.4% (habitable room basis) and a substantial range of commercial (comprising office and retail uses) and community floorspace.

5.2. An application for the approval of reserved matters was granted by planning in July 2016 – reference HGY/2016/1661 This consent included full details for the

redevelopment of the entire site in accordance with the original masterplan approved as part of the outline application.

- 5.3. Following that reserved matters approval, a revised application for reserved matters in relation to Building C7 only was granted in May 2017 (HGY/2017/0821). This building is now referred to as Building C1 and is complete.
- 5.4. In April 2018, approval was granted for a new hybrid planning permission (part detailed, part outline) for the comprehensive redevelopment of the Clarendon Gas Works site for a minimum of 1714 new homes, 32.5% affordable housing (habitable rooms), a range of non-residential and commercial uses and associated open space and infrastructure works. The application was supported by an Environmental Impact Assessment. This effectively replaced the outline / Reserved Matters permission above, with only Building C1 being built under the old permission.
- 5.5. The first Reserved Matters relating to the outline element of the Hybrid consent was approved in May 2019 (reference HGY/2019/0362). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, for Buildings D1 and D2, forming Phase 1 of the eastern quarter, including the construction of 99 residential units, 439m² of commercial floorspace, and new landscaped public space.
- 5.6. The second reserved matters relating to the outline element of the hybrid consent was approved in October 2019 (HGY/2019/1775). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, pertaining to buildings D3 and D4, forming phase 2 of the eastern quarter, including the construction of 101 residential units, a district energy centre, public realm and amenity space including the 'Moselle Walk' and substantial communal landscaping.
- 5.7. The third reserved matters relating to the outline element of the hybrid consent was approved in October 2020 (HGY/2020/1851). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, pertaining to buildings E1, E2 and E3, forming phase 3 of the eastern quarter.

5.8. A non-material amendment was approved to increase the permitted quantum of residential floorspace from 163,300m² (GEA) to 178,300m² (GEA) in June 2019 (HGY/2019/1460). As part of this non-material amendment, the description of development was amended.

5.9. A non-material amendment was approved to include reference to D1 floorspace within the outline permission of the development in July 2020 (HGY/2020/1523). As part of the non-material amendment, the description of development was amended. No physical changes resulted.

5.10. A non-material amendment was approved to update Parameter Plan 5: Maximum and Minimum Building Extents within Condition 5 (Approved Drawings and Documents) under planning reference HGY/2021/1392. The parameter height of building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD).

6. PLANNING BACKGROUND

6.1. Planning designations

6.1.1. The site is within the Wood Green Opportunity Area in the London Plan 2021, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026 and within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road.

6.1.2. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a development plan document itself and is instead being subsumed into the emerging New Local Plan, which will be a key planning document to assist in guiding future regeneration opportunities within Wood Green (including Haringey Heartlands) area.

6.1.3. Local and strategic planning policy promotes the regeneration of this disused brownfield site for the creation of employment, residential and educational purposes, a new urban square and improved linkages through the area. It seeks to improve and diversify the character of the area with a wider range of uses, more street level activity and increase passive surveillance of the public realm.

6.1.4. The development of the whole of the site will provide a total of 1,877 residential homes, which will make an important and substantial contribution towards the overall housing target of 1,592 homes per year for the Borough as a whole set by the London Plan. It will also generate significant levels of new employment locally on and off-site as well as newly created community uses / facilities.

6.1.5. In delivering these benefits, the redevelopment of this major site will also help to bring forward wider proposals in the Wood Green Metropolitan Centre.

Surrounding development sites

6.1.6. The northern part of the Hybrid indicative masterplan and the eastern quarter in particular, adjoin several other major redevelopment opportunities identified in local planning policy documents and these have informed and been informed by the masterplan. Across Brook Road, to the north is a low rise industrial estate known as "Bittern Place"; it is in separate ownership and subject to separate Site Allocations, SA21: "Clarendon Square Gateway" in the adopted Site Allocations DPD (July 2017), and WG SA18: Bittern Place" in the latest draft of the emerging Wood Green AAP (February 2018), which as mentioned above is to be subsumed into the new Local Plan.

6.1.7. In addition, opposite the northern end of the proposed Moselle Walk is the back of the car park of "Iceland" supermarket; this site has planning permission (HGY/2017/2886) for a major mixed-use development up to 9 storeys. Most recently, planning permission was granted (HGY/2020/0795) for a major mixed use scheme similar scheme at the Former Petrol Filling Station 76 Mayes Road.

6.1.8. Finally, separating the Iceland site from the back gardens of the houses on Hornsey Park Road, and backing onto a short stretch of the proposed Moselle Walk, is a third adjoining potential development site in separate ownership, an industrial unit at 157-159 Hornsey Park Road. Pre application discussions are ongoing on this site. All three sites are part of SA21, but in the most recent draft Wood Green AAP Iceland is WG SA11: "Iceland Site" & the third site is WG SA 19: "Land R/O Hornsey Park Rd".

6.1.9. The context presented by the wider site and these neighbouring opportunities is significant, providing a clear indication of the changing nature of the local area and how the current proposals seek to respond and contribute to social, economic and environmental demands. The area has already undergone significant change delivering

new homes and amenities for the area. To date for this site, construction has completed on buildings A1, A2, A3, A4, B1, B2, B3, B4, C1, D1 and D2 of phase 1, 2 and part of 3A delivering 719 homes of which 392 are affordable homes. Buildings D3, D4, E1, E2 and E3 of phase 3A and 3B are currently under construction and will deliver 382 homes that will include 46 affordable homes. Delivery on the site to date also includes Hornsey Park, the water feature and pocket park which have been completed.

6.2. Hybrid Planning Permission

6.2.1. As set out above, a 'Hybrid' planning application - part outline, part detailed (reference. HGY/2017/3117) was granted planning permission in 2018 comprising:

- Maximum 163,300sqm of residential use (and no less than 1,714 homes);
- No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms. (392 affordable homes have been built to date on the site. An additional 46 homes are under construction).
- 7500sqm of Class B1 use - Employment space;
- Up to 417sqm of Class D1 use - Day nursery space;
- Up to 2500sqm of Class D1/D2 use - Leisure space;
- 22,750sqm of basement space;
- 425 car parking spaces;
- Two energy centres
- Public and private open space and landscaping;
- Infrastructure works.

6.2.2. The application was accompanied by an Environmental Impact Assessment. The detailed and outline components of the Hybrid permission is defined on the plan below:

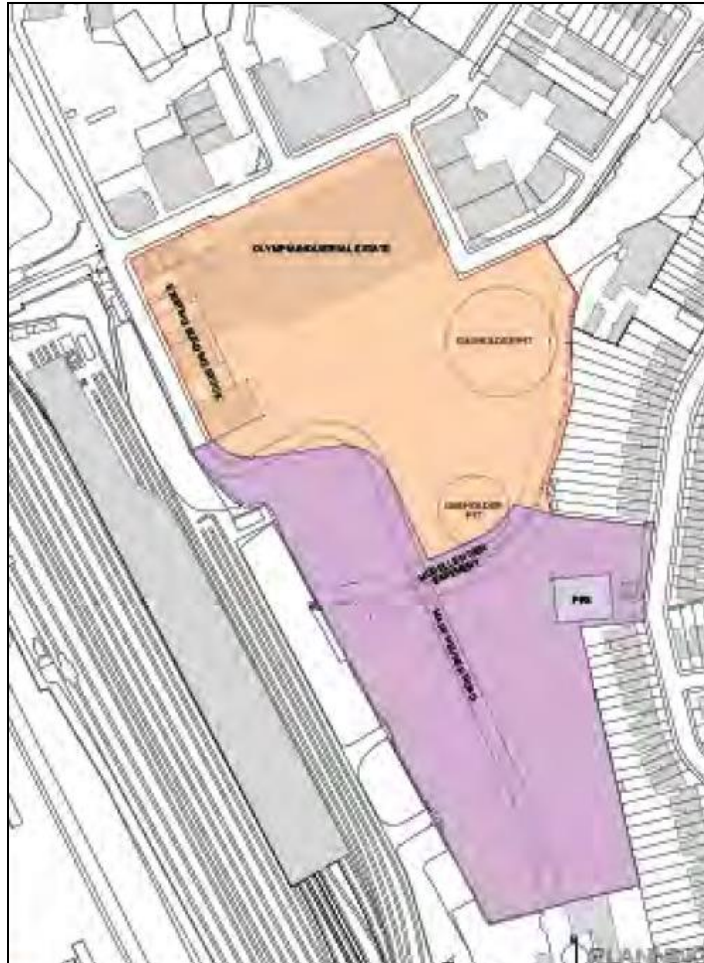


Fig 5- Hybrid permission (Detailed – purple/lower portion; and Outline – orange/upper Components)

6.2.3. The detailed element comprised the construction of 622 residential units in nine buildings (A1-A4, B1-B4 and C1), and included 332sqm of Class B1 Business/Class A1-A4 Use and 417sqm for Day Nursery use.

6.2.4. The permission is subject to a Section 106 Agreement and a series of planning conditions including parameter plans and design codes which control the form and implementation of the redevelopment of the site, including the outline component, a part of which is under consideration.

Section 106 provisions

The key Section 106 obligations agreed include:

- Affordable housing (no less than 32.5% affordable housing - site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms);
- Energy centre;
- Package of highways & transport measures;
- Considerate contractors scheme;
- Local labour and training;
- Residents and business liaison;
- Public realm and cultural strategy;
- Reasonable endeavours to de-culvert the Moselle in the future.

6.2.5. A non-material amendment was approved to update Parameter Plan 5: Maximum and Minimum Building Extents within Condition 5 (Approved Drawings and Documents) under planning reference HGY/2021/1392. The parameter height of building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD).

6.3. Masterplan approach



Fig 6 Illustrative masterplan

6.3.1. The application was accompanied by an illustrative masterplan which outlined how the site could be redeveloped, including overall layout, density, building typology, orientation and public realm, having regard to its constraints, opportunities and relevant planning policy context.

6.3.2. This masterplan breaks the site up into four distinct zones - northern, southern, western and eastern quarters - each with their own massing and specific characteristics. The massing in each of these areas responds to their existing and future context.

6.3.3. This application for the 'H' buildings (H1, H2 and H3) will occupy the northern quarter of the site.

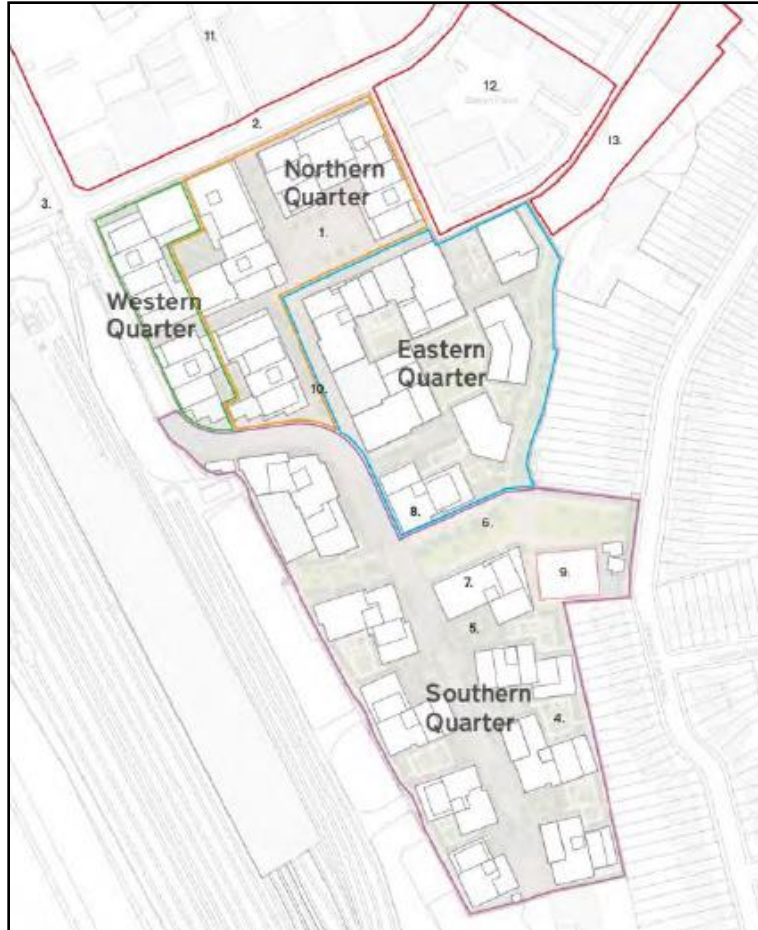


Fig 7 The planning application character zones (Quarters)

6.4. Matters already approved

6.4.1. The detailed element of the Hybrid planning permission which have been approved comprise the following:

‘Southern Quarter’ (Phase 1 and Phase 2, including building C7); totalling 622 units; approved April 2018

Reserved matters for buildings D1 to D2 were approved in May 2019.

Reserved matters for buildings D3 to D4 were approved in October 2019.

Reserved matters for buildings E1 to E3 were approved in October 2020.

6.5. Matters to be approved

6.5.1. The remaining residential units (northern and western quarters) will come before committee as reserved matters in due course.

6.5.2. It is important to note that this reserved matters application which relates to the north eastern part of the northern quarter is the first phase of the northern quarter to be submitted under the hybrid consent.



Fig 8 – phasing plan

6.6. Pre-application consultation/engagement

- 6.6.1. Several pre-application meetings with LBH officers have been held over the past 18 months in relation to the current proposals.
- 6.6.2. The applicants have had two pre-application meetings with the Health and Safety Executive which took place in September 2022 and May 2023.
- 6.6.3. A public consultation event was held in the Grace Baptist Church Hall in February 2023, to provide the wider community with an opportunity to view and comment on the proposals prior to the submission of the planning application.
- 6.6.4. A Residents Business Liaison Group was hosted by St William in October 2022 to discuss future proposals across the masterplan.
- 6.6.5. The Haringey Quality Review Panel considered the detailed design of the northern quarter of the reserved matters for buildings H1-H3 in September 2022 and December 2022. The QRP report is included in Appendix 3.

7. CONSULTATION RESPONSE

7.1. The following were consulted regarding the application:

Internal:

- LBH Transportation Group
- LBH Design Officer
- LBH Conservation Officer
- LBH Housing Design & Major Projects
- LBH Policy
- LBH EHS – Pollution Air Quality Contaminated Land
- LBH Carbon Management
- LBH Health in All Policies Officer
- LBH Tree Officer
- LBH Parks & Open Spaces
- LBH Building Control
- LBH Drainage
- LBH Cleansing
- LBH Housing Renewal
- LBH Economic Regeneration
- LBH EHS – ASB Specialist - Noise
- LBH Regeneration Wood Green

External:

- London Fire Brigade – Fire Safety Regulation
- Environment Agency
- Transport For London
- Health & Safety Executive
- Thames Water Development Planning
- Designing Out Crime Officer
- Mayor’s Office for Policing and Crime
- Crossrail 2 Safeguarding Team
- National Grid Asset Protection Team
- Network Rail
- Greater London Authority

7.2. The following responses were received:

Internal:

- 1)
- 2) LBH Waste Strategy Management – No objection
- 3) LBH Pollution Officer – No objection subject to compliance with conditions.
- 4) LBH Design Officer – No objections
- 5) LBH Transportation Officer – No objections subject to compliance with conditions
- 6) LBH Tree Officer – No objection subject to compliance with conditions
- 7) LBH Drainage – No objection subject to compliance with conditions

External:

- National Gas Transmission Assets – No comments
- National Grid Electricity Transmission – No comments
- Crossrail 2 Safeguarding – No comments
- Environment Agency – No objection subject to compliance with conditions
- Network Rail – No objection subject to compliance with conditions
- Transport For London – No objection subject to compliance with conditions
- Met Police Designing Out Crime – no objection subject to compliance with conditions .
- NHS Healthy Urban Development –To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £691,783 within the S106 agreement to be paid on commencement and indexed linked to building costs
- HSE – No objection

7.3. A summary of comments from internal and external consultees responding to the consultation exercise is contained in Appendix 2.

8. LOCAL REPRESENTATIONS

8.1 The following were consulted:

- 171 neighbouring properties
- Residents Association
- Site notices were erected close to the site
- Press notice

8.2. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

- No of individual responses: 1
- Objecting: 1
- Supporting: 0
- Others: 0

8.3. The main issues raised in representations from adjoining occupiers are summarised below:

Objection:

- Neighbouring Property - No visual representation of the proposal was provided to understand how the proposal will affect their property and any potential impact to the value (Officer comment – Visual representations of the proposal can be found in the Design and Access Statement . Potential impact on property value is not a material planning consideration.

8.4 Officer comments in response the matters raised by neighbouring occupiers can be found in Appendix 2.

9. MATERIAL PLANNING CONSIDERATIONS

9.1. As the principles of the development and the quantum of housing, affordable housing and commercial space have been established by the outline permission and matters such and sustainability and drainage are dealt with by conditions of the original permission. The main considerations are the design quality of the proposal including the quality of accommodation.

9.2. The key planning policy context is therefore:

- 9.3. London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation. London Plan Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.
- 9.4. The National Planning Policy Framework 2023 (NPPF) should be considered alongside London Plan (2021) policies which emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here with the Quality Review Panel).
- 9.5. Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards. Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.
- 9.6. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 9.7. Policy DM1 of the Development Management Development Plan Document (DM DPD) requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 9.8. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM

DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

9.9. The NPPF adds further emphasis on the need to manage 'value engineering' and the erosion of design qualities at the delivery stage, stating in Chapter 12: "Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme." (NPPF, 2023).

9.10. The site forms part of a wider strategic regeneration area known as Haringey Heartlands. The London Plan 2021 designates Wood Green/ as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is designated as SA22 'Clarendon Square' The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the London Plan as an Opportunity Area.

9.11. London Plan Policy D9 set out the criteria for assessing Tall buildings to ensure the visual, functional, environmental and cumulative impacts of a tall buildings are addressed.

9.12. Policy D9 sets out specific consideration when assessing tall buildings. These include suitability of sites for tall buildings, how they will appear in long-range, medium-range and immediate views, contextual heights and how they will act in wayfinding, architectural quality and materials and how the development will interact with heritage assets. These matters are assessed in the relevant sections below.

9.13. Environmental Impact Assessment

9.13.1. This Reserved Matters submission follows the Hybrid/Outline application which was accompanied by an Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment - EIA).

9.13.2. In support of this Reserved Matters application, the applicant has prepared an Environmental Impact Assessment (EIA) Further Information Report in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations').

9.13.3. The purpose of this Further Information Report is to assess the reserved matters application and set out whether the October 2017 ES remains valid for decision making or whether new or materially different significant environmental effects are likely to arise as a result of the Reserved Matters submission.

9.13.4. The report concludes that the detailed design proposals for buildings H1, H2 and H3 would not give rise to new or materially different environmental effects from those identified in the October 2017 ES. There have been no significant changes in baseline conditions or other committed developments which could affect the findings of the assessments.

9.14. Reserved Matters

9.14.1. It is important to note again as highlighted in Section 4 above, that the Hybrid consent approved the following key matters:

- Principle of development including the number of residential units, quantum of non-residential floorspace, including basement and location of key routes and opens spaces;
- Quantum and tenure mix of private home provision - on a tenure split of 67.5% private homes by habitable rooms;
- 32.5% affordable housing by habitable rooms
- A range of parameters defining the location, height and scale of buildings;
- Design codes and guidance covering siting, elevational treatment, architecture and landscaping.

9.14.2. The current Reserved Matters application has been informed by the development specification, the indicative masterplan, the parameter plans and design codes established by the hybrid consent and its outline planning requirements. The development specification set the overall floorspace requirements for residential, non-residential and commercial uses and the masterplan, parameter plans and design codes break these down and define where and how they can be appropriately accommodated across the site having regard to relevant planning policy and standards, levels, boundary conditions, physical constraints, connectivity, sunlight orientation and wind patterns, townscape and amenity.

9.14.3. The submission is supported by the following additional technical assessments, given the detailed designs being presented:

- Design and Access Statement (including landscaping, statement of compliance with design code and parameter plans and details of the public consultation that took place);
- Daylight and sunlight Assessment;
- Transport statement;
- Planning statement (including Statement of Compliance with the Development Specification; and details of Commercial Strategy)
- EIA further information report (inc. Transport Statement, Air Quality Assessment, Technical Daylight, Sunlight and Overshadowing Note, Wind Microclimate Assessment, Townscape, Heritage and Visual Impact Assessment)
- Fire Statement
- Cultural Strategy
- Qualitative Design Review

9.14.4. The application seeks approval for the layout, scale, access, appearance and landscaping associated with buildings H1 to H3 and has been prepared taking full account of the hybrid planning consent.

9.15. Layout

Hybrid planning consent requirements

- 9.15.1. The Hybrid consent identified the location of buildings, routes and spaces across the masterplan including the northern quarter, breaking this down into specific development zones.
- 9.15.2. The design codes for the development zones provide more detailed guidance in relation to these requirements, specifying for instance the minimum distances required between the buildings, access points (pedestrian and vehicular), private/public external space, ground floor uses and key facades and corners. These ensure that the development reflects the optimum orientation of the buildings, key uses and connectivity with the wider masterplan and surrounding area.
- 9.15.3. The code indicates that the ground floor Use Classes are to be located within the zone identified.
- 9.15.4. The site wide code indicates that where the massing steps in height, roofs are to be exploited for private amenity terraces, and/or private communal amenity terraces when the size allows for it. Non-accessible roofs must present a green or brown landscape, for obvious sustainable benefits but also as they are viewed from residential

units at higher levels. The relevant code indicates that residential communal amenity space is required to be provided on the roof of both the employment volumes and at the lower level residents buildings.

Proposals

- 9.15.5. The three 'H' (H1, H2 and H3) buildings occupy a pivotal location within the middle of the cultural quarter, framing the northern and eastern edges of a new public square. The Northern façades of building H1 forms the termination of the planned key route south along Clarendon Road. Building H2 terminates the view southwest along the Coburg Road where it bends. The buildings sit opposite Bittern and Kingfisher Place which are earmarked for future regeneration.
- 9.15.6. This phase therefore has an important role in the success of connecting these valuable assets into the wider public realm and developing the character of the future phases.
- 9.15.7. The siting of the proposed buildings generally accords with the masterplan and relevant design codes. All three of the 'H' buildings are united by a common light toned banding. Notches have been introduced into the outer corners of the buildings. These signify the residential entrances to each of the buildings and address the urban condition at each of these points. The three 'H' buildings will enclose the public square and add active edges.
- 9.15.8. Each of the 'H' buildings has been arranged and positioned in a manner as to provide generous communal spaces between them to accord with the relevant code.
- 9.15.9. A varied mixture of non-residential uses, including substantial workspace and Taprooms or Restaurants will be delivered in the H buildings. These uses and their entrance points, have been strategically located across the base of the 3 'H' buildings to ensure they support the aspirations of the masterplan. The double height space with flexibility to incorporate a mezzanine required by the code is instead a two-storey base of town centre uses with the workspace covering most of the first floor as per the consented 'E' buildings. This arrangement ensures lively, active frontages to busy, public-facing functions, is considered appropriate for the context and respects the principles of the design code.

9.15.10. The basement also accommodates inactive functions including plant, car parking, waste storage, and secure cycle parking which respects the principles of the design code.

Building H1

9.15.11. Building H1 faces the north-south Clarendon Road to its north, building H2 to its east, phase 5 to its west and the public square at the heart of the northern quarter to its south.

9.15.12. The building will accommodate a restaurant/tap room on the ground floor facing the public square. Access to workspace will be from Coburg Road and the arcade which is a semi covered space between building H1 and H2. This arrangement ensures lively, active frontages to busy, public-facing functions.

9.15.13. The first floor of building H1 will accommodate workspace mirroring the arrangement of buildings H2 and H3 alongside the ‘E’ Buildings directly across the public square. This layout is considered appropriate for the context and still respects the principles of the design code. The basement also accommodates the waste and secure cycling store which respects the principles of the design code. The main residential entrance to this building is from Coburg Road. The lift to the basement, upper floor residential units, workspace, and private communal amenity space at 10th floor are accessed via the lift from the entrance lobby at ground floor. Entrances to and circulation within all three buildings (H1, H2 and H3) is spacious and benefits from external windows providing a decent amount of natural light to every residential access corridor, benefiting from changes to the general arrangement, building form and layout since the masterplan and outline illustrative scheme.

9.15.14. Building H1 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
‘Manhattan’ (studios)	46	28%
1 bed 2 person	18	11%
2 bed	94	58%
3 bed	4	3%

9.15.15. The upper floors of building H1 will contain a mix of studios, 1, 2 and 3 bed homes with the majority providing 2 bed units. The residential mix is in line with the requirements of condition 10 of the hybrid permission which has a target of 13.6%

private studios across the development as earlier phases have delivered less studios than the target mix allows. Phase 5 also provides the opportunity to balance the mix of studios when the reserved matters come forward.

9.15.16. 62% of these units are dual aspect. In respect of all three buildings there are 4% north facing single aspect units in buildings (H1, H2 and H3) compared to the maximum 10% set out in the design code. Although it would always be preferred if there were no single aspect north facing units, this low percentage is considered acceptable for a development of this scale and better than the hybrid consent, due to the changed layout. All residential accommodation in the three buildings (H1, H2 and H3) are designed to comply with the nationally described space standards. Each unit is provided with either a terrace or balcony which is either semi recessed or recessed whilst balconies in the bridging section between buildings H2 and H3 are the only projecting balconies. The balconies proposed respect the principles of the design code. In respect to all three buildings (H1, H2 and H3), all unit types are designed with open plan living/dining/kitchen spaces which is considered an acceptable flat layout in this context.

9.15.17. All three of the 'H' buildings will have 8 or fewer units per floor in line with the maximum 8 recommended in the Mayor's Housing SPG. Residential entrances to all three buildings (H1, H2 and H3) are spacious and benefit from external windows providing a good amount of natural light.

9.15.18. In terms of privacy and overlooking, all three buildings (H1, H2 and H3) are acceptably spaced, with direct distances between buildings never less than 12m (the minimum distance in the illustrative scheme). The flats facing each other across the arcade between buildings H1 and H2, are where there could be the greatest constrained outlook, and overlooking. However, in this layout the flats in building H2 are dual aspect and can selectively close some blinds for additional privacy whilst maintaining views from other aspects. The positioning of the windows would assist in avoiding direct views into other flats.

Building H2

9.15.19. Building H2 will face building H1 to its west. It is joined to building H3 to its south.

9.15.20. The building will accommodate workspace facing onto the arcade and Silsoe Road at ground floor. Service functions including parcel, refuse store and bus driver WC facilities will face onto Silsoe Road. The first floor of the building will accommodate workspace mirroring the arrangement of buildings H1 and H3. The main residential entrance to this building is from Coburg Road. The lift to the basement, upper floor

residential units, workspace and shared private communal amenity space with building H3 at 2nd and 14th floor are accessed via the lift from the entrance lobby at ground floor.

9.15.21. Building H2 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
Manhattan	18	18%
1 bed 2 person	39	39%
2 bed	41	41%
3 bed	2	2%

9.15.22. The upper floors of building H2 will contain a mix of 1, 2 and 3 bed homes with the majority providing 2 bed units. 60% of these units are dual aspect. Building H2 will provide 13 wheelchair accessible units which will contribute towards the 10% requirement across all tenues and unit sizes in the wider development.

Building H3

9.15.23. Building H3 will face the public square to the west. It is joined with building H2 to the north. It faces Silsoe Road to the east and the 'E' buildings to the south. The service functions including bin holding area, generator room, plant room, and substation rooms will face onto Silsoe Road and the internal servicing road. The first floor of building H3 will accommodate workspace mirroring the arrange of buildings H1 and H2. The main residential entrance to this building is from the internal servicing road. The lift to the basement, upper floor residential units, workspace and shared private communal amenity space with building H2 at 2nd and 14th floor are accessed via the lift from the entrance lobby at ground floor.

9.15.24. Building H3 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
Studio	21	18%
1 bed 2 person	51	44%
2 bed	41	35%
3 bed	2	1.7%

9.15.25. The upper floors of building H3 will contain a mix of 1, 2 and 3 bed homes with the majority providing 1 and 2 bed units. 63% of these units are dual aspect. Building H3 will provide 21 wheelchair accessible unit which will contribute towards the 10% requirement across all tenures and unit sizes in the wider development.

9.15.26. The details presented in the reserved matters submission relating to the layout are acceptable and compliant with the design codes established by the hybrid consent.

9.16. Scale

Hybrid planning consents requirements – HGY/2017/3117

9.16.1. The hybrid consent permitted a quantum of development to be delivered across the detailed and outline elements of the scheme and set out a preferred housing and tenure mix. This has informed the reserved matters under consideration and specifically the scale of the proposed buildings.

9.16.2. The code indicates that Buildings H1 and H3 are proposed as being the tallest in the Illustrative Masterplan but the Planning Parameters allow flexibility such that the tallest element could be relocated within the confines of the zone as proposals for neighbouring sites come forward.

9.16.3. The maximum building extents and minimum building heights parameter plan confirms the maximum extent of the buildings. Updates to Parameter Plan 5: Maximum & Minimum Building Extents within Condition 5 (Approved Drawings & Documents) were consented under a Non Material Amendment application under planning reference HGY/2021/1392. The parameter height of Building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD). Following this consent, there is a minimum height of +52.0m AOD and maximum +110.2m AOD for Building H1, minimum height of +52.0m AOD and maximum +103.9m AOD for Building H2 and minimum height of +52.0m AOD and maximum +91.1m AOD for Building H3.

Proposals

9.16.4. The proposed 'H' building heights are within the limits established by the Hybrid consent and their heights are compliant with the maximum height parameters approved. It is important to note that the location of the tall buildings is within the area designated as being suitable for tall buildings as identified in Table

2.2 of Policy DM6 of the DM DPD. The table below confirms the maximum height of each of the buildings.

Building	Consented Maximum Height (AOD)	Proposed Height (AOD)
H1	+110.2m	+110.2
H2	+103.9m	+80.8
H3	+91.1m	+89.3

9.16.5. Building H1 is a 27 storey Building, building H2 is a part 14, part 17 storey building and building H3 is a part 14, part 20 storey building. All three buildings (H1, H2 and H3) are equal to or below the consented maximum height in the hybrid consent. Their scale and siting ensures that the built form of the Northern Quarter appears varied and interesting when viewed from key public views in accordance with Policy D9.

9.16.6. It is considered that the proposed height and massing of the H buildings would not result in any harm to the heritage assets located in close proximity of the site as required by Policy D9.

9.16.7. The proposed height, scale and massing of the 'H' buildings would therefore be compliant with the height, scale and massing permitted by the hybrid consent.

9.16.8. The details presented in the reserved matters submission relating to the scale are acceptable and compliant with the parameters and design codes established by the hybrid consent.

9.17. Appearance

Hybrid planning consents requirements

9.17.1. The design codes established by the hybrid consent set out a significant range of design related requirements to inform the detailed architecture, style, materiality and appearance of the proposed buildings and surrounding landscape.

9.17.2. The relevant design code indicates that the primary facades exist on all four elevations when viewed from the east along Coburg Road and south from the

Chocolate Factory and the two key elevations onto the public main square. The code also indicates that the uppermost floors to the tallest element are also identified as being primary facades due to their highly visible nature both from within the site confines and from further away.

9.17.3. The site wide code indicates that retail/restaurant uses are used to bookend workspace facades to ensure active corners, spaces and vistas in the masterplan.

9.17.4. The site wide code indicates that buildings over 12 storeys which meet prime public realm should have a plinth to assist the legibility of the facades which define the edges of the place and to aid the microclimate by limiting downdraughts from the facades.

Proposals

9.17.5. All of the 'H' buildings share a two storey "base" that extends across the podium, uniting the development whilst maintaining the identity of individual buildings and elements, providing a transition zone from the busy street to upper residential floors and providing more pleasing proportions and human scale to elevations, especially appropriate in the "civic" elevation onto the main square.

9.17.6. Details are provided showing that the lower 10 storey shoulder plinth part of building H1 relates to the adjacent public square. The depth of this shoulder is generous meaning it can make a useable rooftop amenity space for residents. Smaller shoulder plinths on the buildings facing Coburg Road and on the west face of building H3 facing the square in the illustrative scheme have been avoided in the proposals. The small shoulders were found not to be appropriate for the emerging civic architectural language that is developing in the northern half of the masterplan following the consent of the 'E' buildings. In lieu of this the balcony and window cill treatment on building H3 facing the square is subtly enhanced for the lower 10 storeys of H3 in order to match the shoulder plinth datum on building H1.

9.17.7. The elevational treatment as a whole is more orderly, with a regular grid on building H1 and a unifying banding across all three buildings, paired with a contrasting brick in buildings H2 and H3. It is notable that the materials colours and details for buildings H2 and H3 are within the range of those used in the earlier stages, albeit used in a more formal, more civic manner appropriate to this busier, more central location. The lighter toned elevational treatment for building H1 is deliberately differentiated from the masterplan given its status as a marker building.

9.17.8. The details presented in this reserved matter application in relation to the proposed appearance of the development are acceptable and comply with the design principles and design codes established by the hybrid consent. The proposed 'H' buildings and associated open space will deliver a high-quality and attractive piece of townscape in this prominent part of the masterplan as required by Policy D9.

9.18. Access

Hybrid planning consent requirements

9.18.1. The access and ground movement parameter plan identifies the proposed access points into and out of the site including, secondary pedestrian and cycle movement. It defines the hierarchy of these routes.

9.18.2. In terms of access points, the relevant code indicates that vehicular, pedestrian, commercial and residential access points are to be located within the zone identified.

9.18.3. The relevant design code indicates that a 24/7 publicly accessible route extending Mary Neuner Road northwards, connecting Coburg Road with the Public Square is to be provided. The site wide code indicates that Routes through the site are encouraged as secondary streets and tertiary lanes.

9.18.4. In terms of the passage of Silsoe Road, the relevant code indicates that a further 24/7 publicly accessible route extending from the Public Square to Coburg Road is to be provided. The specific route requires proposals for adjacent development sites to ensure a holistic benefit of enhanced permeability through the site. The site wide code confirms that where buildings do exist over tertiary routes, the massing and plan configuration should enable the facade to celebrate the route, by way of a recess to articulate the massing.

9.18.5. The relevant code indicates that an 11m offset width to building facades from the centre line of the existing road north of the H development zone has been embedded in the masterplan in order to create a discernible place in front of the Kingfisher site.

Proposals

9.18.6. Access to the public square is for all access to the communal roof terraces to be for residents only and is controlled by fob access.

9.18.7. A basement area which forms part of the hybrid consent accords with the masterplan and relevant design codes. It will accommodate plant, residential refuse and cycle stores, car parking. Access is off Mary Neuner Road from the south west corner of building E1. The phase 4 basement adjoins the consented 3B basement and will eventually extend and link into the phase 5 basement areas. This reserved matters application relates to the phase 4 extent only.

9.18.8. The new secondary cyclist route will be alongside the west of building H1. No marked cycle facilities will be provided. This is to maintain the shared-use nature of the route. The space will be predominantly for pedestrians.

9.18.9. The Council's Transport Planning Team is generally satisfied with the proposal. The current application will result in a change in the number of car parking spaces that will be provided by the development site-wide; there will be 1874 units with a total of 211 car parking spaces, of which 136 spaces will be assigned to the wheelchair-accessible units. This will result in a reduction from 10% to 7% of wheelchair-accessible units having access to a car parking space, it is to be noted that the current phase will only have a 5% wheelchair-accessible car parking provision. This will be managed by a parking management plan for the entire site which will reallocate any additional demand generated from this phase of the development as there is an excess of on-allocated wheelchair accessible parking spaces from the previous phases of the development which provided is in excess of the 10%. Transport officers have considered that although the total wheelchair-accessible car parking provision is 3% less than the London Plan requirement of 10%, considering the total take-up from previous phases of the development and the total quantum of wheelchair-accessible car parking spaces that have been provided 136 spaces in total the parking provision is considered acceptable

9.18.10. The Transport officer notes that the cycle parking provision for this development has been based upon the standards within the published London Plan 2022 however a higher level of cycle parking will be required by the development as it is located very close to Wood Green Town Centre, which has been identified by the London Plan 2021 T5 Cycle figure 10.3 to be in an area that should contain a higher level of cycle parking. Therefore, the Transport Officer will require the following cycle parking numbers to be provided: residential long-stay 616, 10 short-stay, commercial 29 long-stay, and 25 short-stay. Further details of the on-site cycle parking spaces will need to be submitted

and approved before development commences on-site. Therefore, further details of the proposed cycle parking to phase 4 can be submitted at a later stage via condition attached to the hybrid consent.

- 9.18.11. The transportation team have noted that an Active Travel Zone (ATZ) would provide further context for this application, with a Healthy Streets assessment of the main walking/cycling routes to the site and how further improvements could be made. However as this is a reserved matters application these issues have been considered in the outline permission and cannot be re-assessed in this reserved matters application.
- 9.18.12. Residential waste storage is accessed via stairs and lifts at basement level. The commercial waste stores are located on the ground floor. Prior to collection day the residential waste is transported to the bin holding area at ground floor level within building H1 facing Silsoe Road. Commercial tenants are to arrange for their own private waste collection. The council's waste management team have reviewed the waste strategy and is satisfied with the adequacy of refuse storage capacity, access and haul distances.
- 9.18.13. All servicing and delivery will be done via the new internal service road, which will utilise a one-way system and have controlled access by bollards which can only be lowered by the site management. Drivers are expected to use an intercom system to communicate with site management. Therefore, further details of the proposed servicing and delivery strategy to phase 4 can be submitted at a later stage via condition attached to the hybrid consent.
- 9.18.14. The details presented in the reserved matters submission relating to the access arrangement are acceptable and compliant with the parameters and design codes established by the hybrid consent and Policy D9 of the London Plan.

9.19. Open space and landscaping

Hybrid planning consent requirements

- 9.19.1. The indicative masterplan and more specifically the landscape and open space parameter plan identify the nature and type of landscaping and open spaces to be delivered by reserved matters applications. These are supported by detailed design codes. The masterplan presents an extensive range of landscaped and connected spaces to ensure the setting of the new urban environment is green, attractive and

biodiverse and that high-quality areas of amenity are available for use by residents and visitors.

9.19.2. In respect of the northern quarter, the masterplan presents a series of buildings framing a public square. The parameter plan states that each development area includes provisions for private communal amenity space on rooftop; private communal amenity space at grade and doorstep playable space for children up to 5 years of age.

9.19.3. The design code for this development zone confirms the square will support connectivity and legibility, ensuring free movement and open sight-lines throughout. The space will need to be flexible and capable of supporting a range of different events, but still be lively and animated on an everyday basis when no events are being staged by supporting the surrounding building uses.

9.19.4. The design code indicates that where the massing steps in height, roofs are to be exploited for private amenity terraces, and/or private communal amenity terraces when the size allows for it.

Proposals

9.19.5. The landscaping and public realm proposed within this reserved matters application adopts the principles of the indicative masterplan and are critical to ensuring the development of buildings H1, H2 and H3 is fully integrated into the existing and future townscape and deliver attractive and useable external spaces. These spaces may be broken down into separate key areas:

- Public amenity space (1020sqm square and 302 sqm arcade) including children's play space (233sqm)
- 163sqm private communal terrace area on building H1 10th floor including children's play space (29 sqm sqm)
- 79 sqm private communal terrace area on the 2nd floor shared between buildings H2 and H3 including children's play space (33 sqm)
- 223sqm private communal terrace area on 14th floor shared between buildings H2 and H3 including children's play space (41sqm)

9.19.6. The key public places including new public realm being provided will be carefully landscaped and where appropriate incorporate lighting, planting, seating and other features. The public square will be a lively and exciting space in front of the

restaurant/tap room units at the base of buildings H1 and H3 creating a space for café tables and chairs to spill out onto the footway. An avenue of large mature trees along the northern edge of the site along Coburg Road is proposed which will contribute to the street trees. Medium size trees along the new lane and the arcade will lead into the square, lining the east and west edge of the central open space. Medium and small trees are planted in the square.

- 9.19.7. In addition to playspace suitable for younger children at every communal roof terrace, spaced away from and screened from the roof edge, there is publicly accessible recreation and playspace provided in the public square.
- 9.19.8. The details presented in the reserved matters submission relating to the proposed landscaping arrangements are acceptable and compliant with the parameters and Design Codes established by the Hybrid consent.

9.20. Daylight, sunlight and overshadowing

- 9.20.1. Policy DM1 of the DM DPD requires that:

“Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
- b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”

- 9.20.2. The applicants have prepared a Day and Sunlight Statement broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”. Assessment has also been undertaken under the new 2022 BRE Guidelines for completeness.

- 9.20.3. Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a good result for a higher density scheme. For daylight, 408 of the sample of 542 rooms assessed (75%) would receive

daylight of or over the 2011 BRE Guide recommended levels. When using the updated more challenging 2022 BRE testing methodology 378 of the sample of 542 rooms assessed (70%) would receive daylight on or over the recommended levels. Many of the rooms that do not meet the BRE guidance levels are living/dining/kitchens or studios that would meet the levels recommended for living/dining rooms but do not meet the higher levels for kitchens, although the kitchen is at the darker back of the room. They are also often in rooms relying on windows opening off a balcony with a further balcony above, which itself will be of greater benefit to residents, but reflects the more repetitive, more formal architectural approach. Nevertheless, the proportion in compliance is comparable to the illustrative scheme at outline application and earlier consented phases. Given the higher density nature of this development area, the proposal would achieve a good daylighting performance.

9.20.4. For sunlight, the applicant's consultants tested living rooms, which are the only rooms considered relevant to sunlight access in the 2022 BRE Guide. Their assessment found that 169 of 297 living rooms (57%) meet the recommended sunlight exposure (SE). The living rooms that do not achieve the sunlight exposure test are mostly in windows under balconies and the applicants' consultants note that several of these rooms are corner rooms with other windows that do not face south, with other, south facing living rooms being overshadowed by balconies above. It is reasonable to prefer the balcony to the room to receiving maximum sunlight. Given the high-density nature of the development, this is again considered a good sunlight level.

9.20.5. The impact of the proposals on neighbouring dwellings was generally addressed satisfactorily in the hybrid consent. However, there was a condition imposed on the outline approval that reserved matters for this (and other adjacent) parcels must confirm their impact on a reasonable illustrative scheme on the Bittern Place site. The applicants' consultants' study in the Design & Access Statement shows that the areas of the illustrative scheme that would not get access to good daylight are not significantly increased, only affecting a part of the ground floor and a very small part of the first floor, with the expectation being these floors would be in non-residential use, to meet the site allocation requirements for town centre and employment uses on that site. It was accepted, when the outline application was granted, that a development of matching height and setback to the illustrative scheme and parameter plans of that outline application on the Bittern Place side of the Silsoe Road frontage, north of site of this application, would not benefit from adequate levels of daylight.

9.20.6. Normally in the case of higher density developments it is necessary to note that the BRE Guide itself states that it is written with low density, suburban patterns of

development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Paragraph 2.3.29 of the GLA Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. This proposal therefore would achieve a high level and quality of daylight and sunlight access as required by Policy D9.

9.21. Cultural Strategy

9.21.1. The clarendon gasworks cultural strategy was submitted as part of the approved Hybrid planning consent and sought to provide a blueprint for the growth of arts and culture throughout the phased development and longer-term

9.21.2. A cultural plan was subsequently prepared and submitted with this reserved matters application. This document is to be read alongside the outline cultural strategy approved as part of the hybrid consent and the eastern quarter cultural plan. This document sets out the final cultural plan for the development and covers phases 4 and 5. Phase 4 will replace the existing industrial units on the Olympia trading estate currently occupied by meanwhile tenants, including Collage Arts. This phase also includes the delivery of the 240sqm of ground floor commercial, retail and food & beverage space and the delivery of significant new public realm which can accommodate cultural events and activities related to the surrounding commercial uses.

9.22. Quality Review Panel

9.22.1. The Quality Review Panel considered the hybrid application on several occasions and has more recently reviewed proposals for the phase 4 of the northern quarter of which the current reserved matters application forms part. The Panel met twice to review the phase 4 proposals. Following the second review on 7th December 2022, the panel concluded:

The panel supports the development of this brownfield site to deliver much needed housing and public realm but is unable to endorse the scale and density of this scheme, which it considers to be excessive. The proposal is a departure from the original masterplan vision for a more modest scale mixed use arts quarter and seems likely to attract a different type of resident and business to those originally envisaged. Fundamental issues such as single staircase accesses to the tower blocks, overlooking and loss of privacy in some areas, and the number of single aspect homes give rise to concerns that the scheme layout is maximising, rather than optimising, the site's capacity. The panel stands by its profound concerns in relation to height and massing from its

previous review of the scheme (21 September 2022). However, the panel understands that the proposed height and massing is already approved in outline, so provides comments to mitigate its impact and improve detailed design.

The panel urges the project team to set a precedent for an avenue of mature trees along Coburg Road, indicating the important new link to Alexandra Park and Palace. The public realm design needs further work. The panel suggests that, as a minimum, building shoulder heights around the square should be a maximum of eight storeys on all sides to frame the space as a more human-scaled neighbourhood space and to mitigate the impact of the towers bearing over it. The panel also feels that the landscape design within the square needs an improved structure, with a clear planting and seating hierarchy. It is also concerned that the arcade will be a windy and uncomfortable space. Further wind testing should be carried out, and the project team should explore covering it to create an enclosed arcade providing environmental protection. Consideration is needed of how the design responds to microclimate, including overheating. The spatial implications of all heating, cooling, energy, noise and air quality equipment should be worked through in more detail. The project team has developed strong ideas for the architectural language, but these have not yet been well translated into elevational drawings and 3D renders. The panel is comfortable with the concept of a family of distinct but related blocks, but asks for consistency in the way the top, middle and bottom of each block is expressed, with all blocks also receiving high quality finishes

9.22.2. The initial proposals have been revised and address the Quality Review Panel’s observations as set out in the table below:

Quality Review Panel Comment	Officer Response
Scheme layout	
<p>The panel supports high-density development of brownfield sites such as this to provide much needed housing, but they must be delivered to a high standard to ensure new communities can thrive. The usual indicators of quality, such as overlooking distances beyond the National Model Design Code recommendations and dual aspect homes beyond the London Plan minimums, are not in evidence in these proposals</p>	<p>QRP support noted. Following the QRP the project team explored the panels comments and the design was developed to ensure housing quality with regards to dual aspect and overlooking.</p> <p>The proposed scheme has a high design quality in line with the metrics set out in the outline consent.</p> <p>The scheme delivers 62% dual aspect flats which is in line with the 61.3% consented in the masterplan.</p>

<p>This lack of quality undermines the argument for the sustainability of high density living, and leaves the scheme open to criticism. The panel strongly urges the project team to investigate how these shortcomings can be improved upon.</p> <p>Overlooking distances should be even more generous for taller buildings, such as these. Further work is therefore needed to ensure that no habitable rooms are directly facing one another, especially for single aspect homes.</p>	<p>QRP comment noted. following the QRP the project team revised the design to reduce overlooking. The proposed phase 4 scheme now has flats with a minimum of 12m apart. This matches the minimum distances in the consented outline illustrative scheme.</p> <p>The project team has ensured that the design of the flats that are in close proximity has been carefully reviewed to ensure the main aspects of flats do not face each other.</p>
<p>The panel is also concerned about the fire safety of the proposed single, centralised access core to each building. This issue is fundamental and must be addressed as soon as possible, as it would affect the shape of the towers (which should not become any thicker), the tenure mix (which already lacks larger family units) and, therefore, the footprint of all three buildings.</p> <p>The project team should work with its fire consultants to find a satisfactory resolution.</p>	<p>QRP commented noted, following the QRP, the project team has incorporated two fire stairs into each building. This was reviewed by the Health and Safety Executive and it has confirmed it is satisfied with the fire safety design.</p> <p>The project team has confirmed that the sitewide tenure mix is set out in the consented outline S106. This gives flexibility for different mixes in each building. Phase 4 is at the more 'urban' end of the masterplan and as such a higher concentration of smaller units is appropriate here.</p>
<p>The core should also allow natural light where possible.</p>	<p>QRP comment noted however this has not been possible to accommodate. The consented design code only required this for floors with over 9 units per core. The maximum number of units per core per floor is 8. This is therefore not required.</p>
<p><i>Height and Massing</i></p>	
<p>The panel understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.</p>	<p>QRP comment noted</p>

<p>The panel does not endorse the height and massing, which appears likely to impact negatively on quality of life both for residents of this scheme and for its neighbours.</p>	<p>Following the QRP the project team has confirmed that environmental testing has been undertaken to assess the impact of the H buildings on their surroundings and neighbours. The testing has shown the H buildings would not give rise to new or materially different environmental effects from those identified in the consented October 2017 ES. As such the effect on neighbours is acceptable.</p>
<p>The earlier phases at the southern end of the masterplan (now built out) are of a high quality and are on an appropriate scale, in keeping with the masterplan's placemaking objectives. In the panel's view, consistency with this approach would have been preferable, with 15 storeys being the maximum height appropriate for this key location.</p>	<p>QRP comment noted, however the height of the buildings is controlled by the parameter plans which form part of the consented hybrid scheme and the revised parameter plan approved under the non material amendment application.</p>
<p>However, it understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.</p>	<p>The applicant has confirmed that given that the H buildings are:</p> <ol style="list-style-type: none"> 1. within consented parameter heights 2. not creating materially different environmental effects to the consented ES 3. of a high design quality in line with the consented illustrative outline scheme <p>The height and massing of the H buildings is considered acceptable.</p>
<p>The panel is content that the scheme does not have an adverse impact in distant townscape views but is concerned about impact and overlooking issues in short range views.</p>	<p>QRP comment noted</p> <p>QRP comment noted, following QRP additional short range views were assessed with the design officer in order to provide comfort on the short range impact. Regarding overlooking issues this related primarily to the gap between H1 and H2 which is answered in another response.</p>
<p><i>Place-making, Character and Quality</i></p>	

<p>The project is hugely ambitious, but the panel questions whether this location is right for a scheme of such a metropolitan scale.</p>	<p>The principle of the scale of the masterplan has already been consented as a part of the hybrid permission.</p>
<p>This phase appears to have made a significant departure from the original vision for the Clarendon masterplan. The proposals are closer to the look and feel of Canary Wharf than of an 'arts quarter', as previously intended, and the panel are not convinced that this is the right approach for this area. For example, the gleaming white walls will be a tempting surface for graffiti.</p>	<p>The Project team has confirmed that the illustrative design to the masterplan has been used as their starting point and benchmark in developing the architectural response for phase 4 which is supported by Officers.</p> <p>The applicant has confirmed that the buildings will be well maintained and as such graffiti is not a concern.</p>
<p>The panel are concerned that the development will change the surrounding area, making it more exclusive rather than attracting small, creative businesses and allowing them to grow within the scheme.</p>	<p>The applicant has confirmed that the design of the commercial space has developed to include a number of smaller units suitable to small businesses. There is potential for growing businesses to purchase adjacent small units and expand their space. Meaning they can grow within the scheme.</p> <p>The applicant is currently working with local creative industries within the cultural quarter to house them in the masterplan.</p>
<p><i>Wider landscape Masterplan</i></p>	
<p>An avenue of mature trees along Coburg Road is essential as part of Haringey's vision for the wider area, giving the new route to Alexandra Palacand Park the prominence it deserves. The panel notes that its comments in relation to this from the previous report (21 September 2022) still stand.</p> <p>It understands that there are constraints, such as servicing below ground, to</p>	<p>Following the QRP the applicant has developed the landscape strategy so as to accommodate trees along the boundary of the phase facing Coburg road.</p> <p>QRP comment noted. The applicant proposes a row of trees to the north of the H buildings along Coburg Road in line with the wider vision for the road. An</p>

<p>be resolved. However, this is a pioneering scheme of a significant scale. If this scheme does not set up the transformation of Coburg Road, it will establish a poor precedent and public realm improvements will be unlikely to be delivered, as this is one of the last phases of the masterplan.</p> <p>The panel therefore encourages the project team and London Borough of Haringey to work together to overcome these constraints and achieve their vision for the wider landscape masterplan.</p>	<p>additional tree was added to this following the QRP. Following the QRP the trees were sized to be as large as possible given the constraints of the site.</p>
<p>Public realm – the square</p>	
<p>The panel supports the move to keep the route through the new square to Coburg Road as a straight, as opposed to the previous diagonal version. This helps with navigation by providing clear lines of sight.</p>	<p>QRP comment noted.</p>
<p>The panel's concerns about the usability of the 'arcade' (the street between Buildings H1 and H2) remain from the previous review. This space is very narrow and seems likely to suffer from the predominant south westerly wind which will be funnelled through the space and made worse by the down draft from the tall buildings.</p> <p>Whilst it understands that the project team's arguments that the approved phases buffer the area, and that the wind modelling does not yet take account of trees, the panel is not convinced that this space will be comfortable to sit in, as shown in visualisations. The panel also worry that it will not create a welcoming arrival space for those residents whose entrances lead off it.</p> <p>The panel does not agree that this space is an arcade, which is usually a covered passage. It recommends that consideration should be given to</p>	<p>Following the QRP wind tunnel testing was undertaken for the scheme. This demonstrated that conditions in the 'arcade' are suitable for its intended use. The wind assessment has also been reviewed by a 3rd party. The conclusions reached in relation to the changes in the design following the wind tunnel study and the professional opinion provided would be better supported with more information about the sensitivity checks that were undertaken.</p>

<p>enclosing the space to create a genuine arcade and mitigate the effects of the wind, creating a more hospitable environment.</p>	
<p>The panel does not agree that the ‘square’ is working as such, and its concerns from the previous review remain. A square should be a space framed on all sides by buildings of a similar height, such as in Barcelona’s city grid. Here, the ‘square’ results from a conglomeration of buildings of different heights, with no clear relationship to the space.</p> <p>The panel recognises that consistent shoulder heights were not established in Phase 3b. However, it feels strongly that shoulders should be set at a maximum of eight storeys, creating a defined datum level around the square so it has a chance of being perceived as a human-scale civic space in spite of the towers looming above it.</p> <p>The most problematic edge is Building H3. The two-storey base and 18 storey sheer wall appears as a statement of a commercial use but is mostly residential.</p>	<p>The applicant has confirmed that a variety of shoulder heights in buildings were tested as proposals for the H buildings emerged.</p> <p>The project team has confirmed that in order to have a strong clear architectural expression shoulders were avoided on H3 as this looked incongruous.</p> <p>There is no basis for requiring consistent shoulder heights around the public square. This principle was not established as a part of the illustrative masterplan where buildings around the square had differing shoulder heights.</p> <p>The applicant has tested a variety of options and it was concluded that the building shoulder heights around the square proposed are appropriate. This is also supported by the Design Officer</p>
<p>In terms of the landscape design of the square, the panel appreciates the work completed since the last review, which has improved the range of seating, but thinks that a more structured approach is needed.</p> <p>Instead of locating planting and seating in small areas left over by circulation patterns, stronger lines are recommended to help contain and frame the square. Consideration of the way London squares have been established may help, as a precedent that has stood the test of time.</p> <p>Within a stronger framework, the project team should aim to subdivide the</p>	<p>Following the QRP the applicant has developed the landscape design</p> <p>The tree layout within the square now frames it effectively.</p> <p>The applicant has confirmed that the identities of smaller sections of the square has emerged from different planting and play design in each.</p>

<p>space, providing different characters of planting and seating, with a clear hierarchy. Curves could be introduced within the linear framework and, alongside plant species, seating and lighting, can create highlights and identities for each smaller space.</p>	
<p>The panel also encourages further work on the planting specification, considering European standards for plants that will be able to grow tall and allow for movement in the wind</p> <p>The project team should establish this landscape vision and design narrative at an early stage, so that the necessary underground servicing can be subservient to the public realm, and not vice versa.</p>	<p>The applicant has provided the planting specification in the landscape strategy. Further details can be secured by the imposition of a condition. This is also supported by the Council's tree officer.</p> <p>QRP comment noted. Following this the applicant reviewed the design further with the design officer and it was felt that the design is not compromised by below ground servicing and accommodates trees in line with the design vision</p>
<p><i>Environmental Response</i></p>	
<p>The project team is encouraged to continue to improve how the design is responding to its environment and tempering the microclimate. These issues are fundamental to resident comfort.</p>	<p>The applicant has confirmed that flat layouts have been designed to accommodate MVHR units should they be required. A review of floor to ceiling heights has been undertaken and underfloor heating can be accommodated if required. A wind tunnel assessment was undertaken following the QRP demonstrating microclimate impacts were in line with the consented hybrid application.</p>
<p>Further wind testing is required to check the viability of the arcade, as tests show it to create comfortable conditions for standing only, not for sitting. This scheme is very dense in relation to the amount of outdoor amenity space provided, so every inch needs to work exceptionally well. The arcade currently</p>	<p>As per previous comment wind tunnel testing has been undertaken.</p> <p>The applicant has confirmed that effects are materially in line with the consented environmental statement. The wind assessment has also been reviewed by a</p>

<p>compromises the quality of provision. As discussed above, the project team should explore enclosing it.</p>	<p>3rd party who have confirmed that the arcade is suitable for its intended use</p>
<p>The panel is not convinced that overheating has been sufficiently mitigated in the proposals. West-facing bedrooms in H1 are particularly at risk. Even with through ventilation from dual aspect, this is problematic as it is unlikely that windows can be fully opened considering safety so high up. This should be looked at, taking into account predicted increases in summer temperatures.</p>	<p>The building will have to pass part O of the building regulations. This specifically controls overheating risk in buildings.</p> <p>The applicant has undertaken an early stage assessment to inform the design and assess that it can be built in accordance with part O.</p>
<p>The energy strategy needs further detail to convince the panel that it meets London Borough of Haringey's exemplary standards.</p> <p>The panel is concerned that locating all the air source heat pump equipment on a single roof will take up a lot of space, cause significant vibrations, and require long pipework to the other buildings, which will cause heat losses. This approach should be reassessed.</p>	<p>QRP comment noted</p> <p>The energy strategy is not required to be submitted as a part of reserved matters applications. The energy statement and overheating report are controlled by separate conditions (53 and 52 respectively). The approval of the reserved matters does not affect the control these conditions have over the planning permission. Should any changes be required to the roof plant, condition 3 of the reserved matters allows for details to be submitted for approval prior to superstructure works.</p>
<p>The project team should ensure that the reduced floor to ceiling heights leave enough space for underfloor heating. Mechanical vent heat recovery units and access points for maintenance also need to be fitted in.</p>	<p>QRP comment noted. This has been reviewed by the applicant.</p>
<p>The panel recommends carrying out noise and air quality assessments to inform the design at an early stage. For example, homes facing towards the railway line are likely to need higher volume ventilation than others.</p>	<p>The noise and air quality assessments in relation to phase 4 can be submitted at a later stage via condition attached to the hybrid consent</p>

<i>Architectural Language</i>	
<p>The project team has developed strong ideas for the scheme's architectural language, which work well in the façade concept studies (page 31 of the project team's presentation). However, these have not yet been successfully translated into elevational drawings and 3D renders.</p> <p>For example, the crown of H1 does not wrap around all sides of the building, so it does not yet read as an articulated crown. The panel also suggests that H1's crown should incorporate an additional storey or two, so it is deeper and appears more intentional.</p> <p>The panel suggests a 360-degree examination of all buildings is needed, to ensure that concept ideas are resolved on all façades.</p>	<p>Following the QRP the applicant has developed the 'crown' of building H1 to wrap around all sides of the building. Different heights of the crown were tested to arrive at the most appropriate solution. This is supported by the Design Officer</p> <p>The project team has provided additional 3d views following the QRP to assess the scheme from more angles. This is supported by the Design Officer.</p>
<p>The massing, as shown in 3D renders, appears too dense. The panel recommends exploring ways to break down the mass of the buildings, for example by using more filigree structure.</p>	<p>Following the QRP the applicant has developed the materiality of the buildings subtly in order to emphasise the articulation of the forms.</p>
<p>The materiality and detailing of H2 and H3 give the impression that they are a value engineered version of H1. They are just as important and require a higher design quality than presented.</p>	<p>The applicant has confirmed that the design of buildings H2 and H3 is closely related to the earlier consented buildings. Being predominantly brick with a lighter banding. This is supported by the Design Officer.</p>
<p>The panel is comfortable with the idea that the buildings have individual design personalities, forming a family of distinct but related buildings. However, there should be a consistency in the approach to the way the top, middle and</p>	<p>Following the QRP the applicant has developed the design to ensure each building has a top, middle and bottom expressed.</p>

bottom of each building is expressed.	
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9.3. Other matters

9.3.1. The NHS have requested a contribution of £691,783 to meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents however this was not secured in the hybrid permission. Furthermore Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement state that health contributions should be dealt with through Strategic CIL rather than S106 planning obligations.

9.3.2. The conditions of the hybrid permission require the provision of an energy plan (Condition 53) and overheating analysis (Condition 52) the Council's Carbon management team have requested more detail around overheating which the applicant has responded to noting that the following measures have been incorporated into the design:

- Deep window reveals to provide passive solar shading
- Fully open-able windows to limit reliance on mechanical cooling and ventilation
- Bottom of window sills generally 450mm above FFL to limit solar gain
- Design of H1 south façades with horizontal banding to provide shading against the midday sun.
- Design of H1 east and west façades with vertical fins to provide shading against morning and afternoon sun.
- Placement of windows to optimise benefit of facade element shading.

9.3.3. Therefore officers are satisfied that this has been given sufficient consideration to allow future compliance with this condition.

9.3.4. In terms of other environmental impacts a report considering the potential for any significant additional or different effects resulting from the detailed proposals for Phase 4 has been undertaken. This report highlights that the differences between the detailed proposals and the illustrative scheme considered for Blocks H1, H2 and H3 are not expected to significantly affect the suitability of wind conditions for existing and proposed activities in and around the site and the conclusions of the October 2017 ES are considered to remain valid. This wind assessment has been reviewed by a 3rd party expert who are broadly satisfied by the

findings subject to some further clarification on the sensitivity testing that has led to the conclusions provided, discussions are ongoing.

10. CONCLUSIONS

- 10.1 This reserved matters application for buildings H1, H2 and H3 complies with the approved development specification, parameter plans and necessary elements of the design codes established by the hybrid consent.
- 10.2 The height and extent of the proposed 'H' buildings fall within the parameters defined by the hybrid scheme and their design, accommodation and external spaces will deliver a high-quality development in a key part of the masterplan.
- 10.3 The reserved matters associated with the layout, scale, appearance, access and landscaping of the development are therefore considered acceptable.
- 10.4 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.
- 10.5 As discussed above, the proposed development provides a range of homes (and the wider scheme, includes various tenures) along with development-wide resident facilities, and community room (which is also available to communities beyond the development). The hybrid permission is also subject to an employment skills and training plan and apprenticeships under the S106 which will provide job opportunities for local people from all backgrounds.

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 11.1 Based on the information given on the plans, the Mayoral CIL charge is estimated to be £2,108,679.93 and the Haringey CIL charge is estimated to be £8,906,029.36– **total: £11,014,709.30**. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to relief, surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index. An informative will be attached advising the applicant of this charge.

12. RECOMMENDATION

- 12.1 **GRANT PLANNING PERMISSION** subject to conditions and informatives.

12.2 Conditions and Informatives:

Conditions

1. Compliance: Development in accordance with approved drawings and documents (LBH Development Management).

The approved plans comprise drawing numbers and documents as attached in Appendix 1.

2. Prior to occupation: Landscaping

Prior to occupation of the residential areas, details of the hard and soft landscaping provision contained within the private amenity areas, in accordance with the Design and Access Statement, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

3. Prior to superstructure works: Design Details

Detailed drawings showing the cills, parapets, roof plant arrangement and screening, reveals, corners and soffits of the proposed buildings shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Thereafter only such approved details shall be implemented.

Reason: To ensure the satisfactory development of the site.

4. Compliance: Landscaping - Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: To protect the amenity of the locality.

Informatives

Original Planning Permission

The original planning permission HGY/2017/3117 still stands and all its conditions and informatives still apply, in particular materials, landscaping, bio-diversity play space, lighting, wheelchair units and SuDS conditions include ongoing requirements. This approval and that permission should be read together.

Working with the applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.

Designing out crime – certified products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Naming of new development (LBH Transportation)

INFORMATIVE: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (020 8489 5573) to arrange for the allocation of a suitable address.

Party Wall Act (LBH Development Management)

INFORMATIVE: The applicant's attention is drawn to the Party Wall Act 1996, which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

Sprinkler installation (London Fire Brigade)

INFORMATIVE: The authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs to businesses and housing providers and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

Community Infrastructure Levy

INFORMATIVE: Based on the information given on the plans, the Mayoral CIL charge is estimated to be £2,108,679.93 and the Haringey CIL charge is estimated to be £8,906,029.36– **total: £11,014,709.30**. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to relief, surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index. An informative will be attached advising the applicant of this charge.

APPENDIX 1 – Plans and application documents

Plans:

Site

Site Location Plan 6726-SRA-ZZ-ZZ-DR-A-02010 1:1250 A1 P03

Plans

General Arrangement - Combined Illustrative Basement - 6726-SRA-ZZ-B1-DR-A-02100 - P03
General Arrangement - Basement Floor Plan - 6726-SRA-ZZ-B1-DR-A-02101 - P03
General Arrangement - Ground Floor Plan - 6726-SRA-ZZ-00-DR-A-02102 - P06
General Arrangement - First Floor Plan - 6726-SRA-ZZ-01-DR-A-02103 - P06
General Arrangement - Second Floor Plan - 6726-SRA-ZZ-02-DR-A-02104 - P04
General Arrangement - Third to Eighth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02105 - P04
General Arrangement - Ninth Floor Plan - 6726-SRA-ZZ-09-DR-A-02106 - P04
General Arrangement - Tenth Floor Plan - 6726-SRA-ZZ-10-DR-A-02107 - P04
General Arrangement - Eleventh to Thirteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02108 - P04
General Arrangement - Fourteenth Floor Plan - 6726-SRA-ZZ-14-DR-A-02109 - P04
General Arrangement - Fifteenth to Sixteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02110 - P04
General Arrangement - Seventeenth Floor Plan - 6726-SRA-ZZ-17-DR-A-02111 - P04
General Arrangement - Eighteenth to Nineteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02112 - P04
General Arrangement - Twentieth to Twenty-fourth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02113 - P04
General Arrangement - Twenty-fifth to Twenty-sixth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02114 - P04
General Arrangement - Roof Plan - 6726-SRA-ZZ-RF-DR-A-02115 - P03

Elevations

General Arrangement - North Elevation - 6726-SRA-ZZ-XX-DR-A-02200 - P04
General Arrangement - West Elevation 01 - 6726-SRA-ZZ-XX-DR-A-02201 - P04
General Arrangement - South Elevation - 6726-SRA-ZZ-XX-DR-A-02202 - P04
General Arrangement - East Elevation 01 - 6726-SRA-ZZ-XX-DR-A-02203 - P04
General Arrangement - East Elevation 02 - 6726-SRA-H1-XX-DR-A-02204 - P03
General Arrangement - West Elevation 02 - 6726-SRA-XX-XX-DR-A-02205 - P03

Landscape

General Arrangement - Masterplan - MRG-198-SWC-GA-00-001 - Revision 00
General Arrangement - H2/H3 Roof terrace, Level 2 - MRG-198-SWC-GA-02-001 - Revision 00
General Arrangement - Roof Terrace L10 - MRG-198-SWC-GA-10-001 - Revision 00
General Arrangement - Roof Terrace L 14 - MRG-198-SWC-GA-14-001 - Revision 00
General Arrangement - Roof Level - MRG-198-SWC-GA-RF-001 - Revision 00
Section - through square West-East - MRG-198-SWC-GS-00-001 - Revision 00
Section - through square South – North - MRG-198-SWC-GS-00-002 - Revision 00
Section - through square South - North through Arcade - MRG-198-SWC-GS-00-003 - Revision 00
Section - through roof terraces - MRG-198-SWC-GS-XX-001 - Revision 00

Application Documents:

- Cover letter from Quod dated 31st August 2023 ;
- Design and Access Statement (including Landscaping and Statement of Compliance with Design Code and Parameter Plans) prepared by Sheppard Robson dated August 2023;
- Planning Statement prepared by Quod dated August 2023;
- EIA Further Information Report (inc. Air Quality Assessment, Wind Assessment, Transport Statement, DSO Technical Note & TVIA) prepared by Quod dated August 2023.
- Daylight and sunlight statement prepared by Anstey Horne, Chartered Surveyors dated August 2023;
- Transport Statement prepared by Vectos dated August 2023;
- Cultural Strategy prepared by DPQ dated August 2023;
- Fire Statement prepared by Introba dated August 2023;

Appendix 2 – Summary of consultation responses

Stakeholder	Representations	Officer comments
INTERNAL		
Design Officer	<p>Initial comments provided:</p> <p>Overall I am supportive; it is a high quality design, that has been worked and re-worked to get the best possible architectural expression of these ambitiously tall buildings, and the ambitious height is just about justifiable in view of its landmark function and the adopted policy designation, urban characterisation support and masterplan, with generally positive and never detrimental impact on views.</p> <p>The impact on neighbours and quality of accommodation in terms of amenity (day, sunlight, aspect, privacy, microclimate etc) is as reasonable as can be expected, as is the landscaping, especially to both the important square and equally important Coburg Road grand avenue, given the tremendous constraints this high density development and what's going on underground.</p>	Comments noted
Transportation	<p>Car parking</p> <p>The outlined planning application as approved in 2018 had a total parking allocation of 0.25 car parking space per unit, of which 0.10 car parking space per unit was provided for the wheelchair-accessible units in line with the London Plan, which requires that 10% of the units have access to a wheelchair accessible car parking space.</p> <p>The current application will result in a change in the number of car parking spaces that will be provided by the development site-wide; there will be 1874 units with a total of 211 car parking spaces, of which 136 spaces will be assigned to the wheelchair-</p>	Comments noted. The S106 obligations for the hybrid permission have secured transport mitigations and no further obligations and condition can be imposed in this respect.

Stakeholder	Representations	Officer comments
	<p>accessible units. This will result in a reduction from 10% to 7% of wheelchair-accessible units having access to a car parking space, it is to be noted that the current phase will only have a 5% wheelchair-accessible car parking provision. This will be managed by a parking management plan for the entire site which will reallocate any additional demand generated from this phase of the development as there is an excess of on-allocated wheelchair accessible parking spaces from the previous phases of the development which provided is in excess of the 10%. We have considered that although the total wheelchair-accessible car parking provision is 3% less than the London Plan requirement of 10%, considering the total take-up from previous phases of the development and the total quantum of wheelchair-accessible car parking spaces that have been provided 136 spaces in total the parking provision is considered acceptable.</p> <p>Trip generation This was considered as part of the approved outline planning application and associated mitigation agreed.</p> <p>Cycle parking The cycle parking provision for this development has been based upon the standards within the published London Plan 2021 Policy T5 Cycle. As mentioned above, the development would see 616 residential and 24 commercial long-stay cycle spaces being provided. Provision of 24 short-stay cycle spaces for the entire site. Overall, slightly more cycle parking would be provided than what is required by policy, though this only equals to an extra 10 spaces for long-stay parking. However, a higher level of cycle will be required by the development as it is located very close to Wood Green Town Centre, which has been identified by the London Plan 2021 T5 Cycle figure 10.3 to be in an area that should contain a higher level of cycle parking. This is because people within these areas are more likely to switch to cycling, and a higher provision in these areas</p>	

Stakeholder	Representations	Officer comments
	<p>can enable this switch which will contribute towards Healthy Streets within the town centre. Therefore, the LBH Transport Planning will require the following cycle parking numbers to be provided: residential long-stay 616, 10 short-stay, commercial 29 long-stay, and 25 short-stay.</p> <p>It is noted that the commercial long-stay parking will utilise two-tier racks. To be in accordance with the London Cycling Design Standards the aisles will need to have a minimum width of 2.5m as to allow for bikes to be turned and loaded. Although, if racks are provided on each side, then the aisle should have a width of 3.5m. The short-stay cycle parking is to be provided via Sheffield stands within the public realm, though at first instance, these should be provided within the curtilage of the site rather than on the public realm. It is welcomed that the developer is making 5% of the cycle larger to accommodate larger bikes, although this number would 31 rather than the 30. One store of the long-stay residential parking will be located within the basement building H1, nonetheless it is not understood if the buildings H2-H3 will have any. So far, no exact design has been received for the on-site cycle parking. These issues can be addressed with a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.</p> <p>Car club The developer would be required to enter into a S106 agreement with Haringey Council to provide car club facilities locally to the site. The Highway Authority acknowledges that 3 car clubs are to be provided on Mary Neuner Road. Residents of block H1-H3 should have access to similar provision by the developer working with a car club operator to provide extra bays within the vicinity of this site, which resident could make</p>	

Stakeholder	Representations	Officer comments
	<p>use of. This is to ensure that there is sufficient demand within the immediate given the scale of this development and the larger scheme at hand. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The applicant will need to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will be required to provide 3 years of car club membership for each residential unit, along with £50 driving credit.</p> <p>Access</p> <p>The submission has not included an Active Travel Zone (ATZ) assessment for this site. However, it does not appear that one was submitted as part of the original permission for the scheme. However, the developer would have been still advised that either an updated assessment was needed or a new one for this site, given the difference in time between this application and the original one. LBH Transport Planning has assessed the collision data from Transport for London's Road Safety Data Reports, the report was run to only include both pedestrians and cyclists as the mode of transport and data range was from 01/01/2019-31/07/2023. Coburg Road which leads from the site to Wood Green High Street 4 slight collision were observed. Mayes Road itself seems to have had a number of slight and 2 serious collisions involving both cyclists and pedestrians. Most of the prior highway works have been agreed between the Council and the developer/applicant as part of a previous S106 agreement for application HGY/2017/3117, though some of this was only to Mary Neuner Road. In all an ATZ or up to date document would have been welcomed as it would have provided further context for this application, with a Healthy</p>	

Stakeholder	Representations	Officer comments
	<p>Streets assessment of the main walking/cycling routes to the site and how further improvements could be made.</p> <p>Electric vehicle charging It is currently unknown if any electric vehicle charging points have been either installed or plan to be. This development would see provision made for 19 disabled bays within the basement of another building. To be in line with the published London Plan 2021 requirements, which are 20% active and passive for the rest. Therefore, the development will need provide 4 active electric charging points and rest passive for this development. This to be in accordance the published London Plan 2021 Policy T6.1 Residential Parking which requires that '<i>20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces</i>'. This can be addressed via a planning condition.</p> <p>Service, Delivery, and Refuse Refuse stores will be located through all three of the buildings in 4 locations for each use class. The residential and workspace stores front onto Silsoe Road which is where collection is expected to take place from. However, swept paths within the Transport Statement do not explicitly show where refuse vehicles will wait on Silsoe Road during collection, this is even more important given the stores front onto both proposed bus stops. Therefore, there is a potential for buses or the road to be blocked or for buses to access the stop while the stores are being cleared, which could take some time due to their size. Two more stores will be located within the site, although the one closest to Coburg Road is expected to take the bins out to the road on collection days. The other store is within Block H3 can be accessed via the new internal servicing road found off Silsoe/Brook Road.</p>	

Stakeholder	Representations	Officer comments
	<p>A draft Servicing and Delivery Management Plan has been included with the Transport Statement. All servicing and delivery will done via the new internal service road, which will utilise a one-way system and have controlled access by bollards which can only be lowered by the site management. Drivers are expected to use an intercom system to communicate with site management. It would be helpful if signage that is going to be installed also included information on how to get access to the site to prevent vehicles from having to wait, which could cause issues for the highway if multiple vehicles are waiting. Furthermore, it is stated within the draft that entry will only be granted if there is capacity within, though there should be a strategy in place to deal with a buildup of vehicles waiting to enter on the public highway. It is expected that up to 30 delivery trip a day for all the Use Classes, which equates to 60 two-way trips. It would have been helpful if the times of the deliveries were given e.g., peak/off-peaks. It is reasonable to assume that more deliveries could be anticipated for the residential use given dwelling numbers and that more shopping is done online post-COVID-19. Further, details on servicing, delivery and waste management will be secured via a planning condition.</p> <p>Construction and logistics</p> <p>No Construction Logistics Plan outline/draft has been received as part of this submission. It is understood that this application is phase 4 of the wider Clarendon Gasworks development. Therefore, a full Construction Logistics Plan will need to be submitted adhering to Transport for London's published Construction Logistics Planning 2021 guidance. A high level of cycle parking should be made available for workers during all phases of construction, this will help to promote the uptake of cycling to the site. As the site is relatively well connected by public transport in the surrounding area no on-site car parking should be provided for workers, this is further supported by</p>	

Stakeholder	Representations	Officer comments
	<p>local CPZs and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, are recommended to be avoided by the delivery vehicles. This is in a bid to avoid peak traffic conditions and school drop/pick up times by construction and delivery vehicles, as the site is located near several schools with one being Coburg Road. Effort should be made to have a process in place to deal with delivery vehicles that turn up late or announced as to deal to avoid any negative impact to the public highway. Overall, a draft or scoping of a Construction Logistics Plan would have been helpful for Phase 4 of the scheme, even though some details have been received in the past.</p> <p>The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p> <p>Recommendation There are no highway objection to this proposal subject to the following conditions and s.106 obligations.</p> <p>Conditions <u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the</p>	

Stakeholder	Representations	Officer comments
	<p>site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 unless otherwise agreed by the highway's authority.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 616 long-stay, 10 short -stay residential, 29 long-stay, and 24 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>REASON: to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u></p> <p>The applicant will be required to provide 4 active, with rest passive electric vehicle charging points to serve the on-site parking spaces from the onset.</p>	

Stakeholder	Representations	Officer comments
	<p>Reason: to be in accordance with published London Plan 2021 Policy T6.1 Residential parking</p> <p><u>4. Disabled Parking Bays</u> The applicant will be required to submit and provide plans showing 19 on-site disabled persons parking bays, these spaces should be provided on-site. REASON: to ensure the development is in accordance with the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p>S.106 Obligations</p> <p><u>1. Car-Free Agreement</u> The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Commercial Travel Plan</u> A commercial travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and</p>	

Stakeholder	Representations	Officer comments
	<p>appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <ul style="list-style-type: none"> b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new staff, and travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development. d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>3. Residential Travel Plan</u> Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following</p>	

Stakeholder	Representations	Officer comments
	<p>measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives. <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Car Club Membership</u> The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5. Car Parking management Plan</u> Car parking management plan to be secured via the S.106 agreement and must be monitored in line with the Travel Plan. The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including</p>	

Stakeholder	Representations	Officer comments
	<p>the provision of a minimum of 7% wheelchair accessible car parking spaces for both private and affordable housing, the car parking space must be leased no sold and must be allocated in the following order:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space minimum of 7% of all units. 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>Reason: To ensure that the allocation of the car parking spaces is in line with the London Plan and Council's development management Policy 32 which seeks to prioritise parking to family sized units and disabled people.</p> <p><u>6. Construction Logistics and Management Plan</u> The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds) to cover officer time required to administer and oversee the temporary arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ol style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. 	

Stakeholder	Representations	Officer comments
	<p>b) The estimated number and type of vehicles per day/week.</p> <p>c) Estimates for the number and type of parking suspensions that will be required.</p> <p>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</p> <p>e) The undertaking of a highway dilapidation survey before and after completion.</p> <p>f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.</p> <p>g) The applicant will be required to contact LBH Highways to agree condition on surveys.</p> <p>H) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.</p> <p>I) Swept path drawings.</p> <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p>	
Pollution Officer	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above planning application for the approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018 at Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22 and I would like to comment as follows.</p>	Comment noted

Stakeholder	Representations	Officer comments
	<p>Having considered all the relevant submitted information including; Design and Access Statement with reference 6726-SRA-ZZ-ZZ-RP-A-02000, prepared by Sheppard Robson, dated August 2023; Planning Statement with reference Q60479, prepared by Quod Ltd, dated August 2023; EIA Further Information Report prepared by Quod Ltd, dated August 2023 taking note of sections 4 (Approach to the Further Information Review), 5 (Review of Environmental Effects) and Appendixes 1.1-1.7, we are in agreement with the conclusions of the above report that the October 2017 ES remains valid with regard to the design proposals for Blocks H1 to H3. Therefore, we consider the existing planning conditions, relevant under approved planning permission HGY/2017/3117, to remain valid.</p>	
<p>Carbon Management Team</p>	<p>Formal comments to follow in an addendum.</p>	<p>As noted above carbon energy and overheating are dealt with by conditions.</p>
<p>SuDS Officer</p>	<p>Thank you for consulting us on the above planning application reference number HGY/2023/2357 for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018. The Outline Planning Application was an Environmental Impact Assessment. An Environmental Statement was submitted, and an EIA Further Information Report is submitted with this Reserved Matters Application at Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22</p>	<p>Comments noted and conditions in place to cover these points.</p>

Stakeholder	Representations	Officer comments
	<p>After reviewing the submitted Flood Risk assessment as a part of planning application HGY/2017 / 3117, Environment Statement Appendix 13 – Flood Risk and Drainage Part 1 up to and including Environmental Statement - Appendix 13 - Flood Risk & Drainage Part8, it would be ideal to have revised Flood Risk Assessment for the present scenario considering the one on the file is almost 6 years old. Please see below some of our comments which will need to be incorporated within the Flood Risk Assessment:</p> <ol style="list-style-type: none"> 1) As a part of application, we would like to see an up to date Flood Risk Assessment demonstrating that there will be no increase in runoff from the proposed development. Therefore calculations are required for the pre and post development Greenfield / Brownfield runoff rates, potential impacts of increased impermeable area, and the attenuation volumes required to reduce the runoff from the developed site. 2) Calculations should include a full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. 3) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method. 	

Stakeholder	Representations	Officer comments
	<p>4) An evidence confirming that the site has an agreed point of discharge.</p> <p>5) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development</p> <p>6) Depth of current storage crates to be greater than minimum specified (i.e. 150mm) in order to allow for capacity loss due to silting or blockages.</p> <p>7) Silt trap manholes to be provided prior to storage structure and included within the maintenance schedule.</p> <p>8) We will also require the FRA to include the basement drainage showing the entire system plus any back up system in the event of the failure of pumping system.</p> <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	
<p>Tree and Nature Conservation Manager</p>	<p>I can confirm that the appearance, landscaping, layout, and scale appear for the square, in order.</p> <p>We will require at some stage the species, specification, and aftercare plans.</p>	<p>Comments noted and condition added.</p>

Stakeholder	Representations	Officer comments
Waste Management	<p>The storage and servicing arrangements look to be acceptable but I noticed that it is still proposed to use compaction for the refuse and recycling bins. Having spoken to our contractor Veolia and noting the comments provided for planning application HGY/2017/3117, it is still the view that there is a higher risk of damage to containers and potential servicing issues when using compaction. On this basis we recommend that containers are purchased rather than hired by the development if they proceed with this system. The previous feedback on the waste and recycling proposals is outlined below for reference.</p> <ul style="list-style-type: none"> • Compacted bins causes frequent damage to bins that occurs regularly due to the additional weight when used in operational conditions. (Haringey would not provide waste receptacles under the current terms and conditions of the hire agreements currently being used) • Compacted bins have a Health & Safety element of concern for operatives as H&S guidelines state that the lifting and movement of weight is whatever the individual feels comfortable with. • Designs of lifting equipment attached to waste vehicles can differ and the lifting weights can be lower than 500kgs and is dependent on stock in use at time of operation. • Haringey no longer use 360L food waste receptacles due to weights proving difficult to manage. 140L bins are now widely adopted. 	Comments noted
Housing Team	The private sector housing team don't have any comments for this application.	Comment noted
EXTERNAL		
Environment Agency	Based on a review of the submitted information we are in agreement with the conclusions of the above report that the	Comments noted.

Stakeholder	Representations	Officer comments
	October 2017 ES remains valid with regard to the design proposals for Blocks H1 to H3. As such, we consider the existing Planning Conditions relevant under planning permission HGY/2017/3117 to remain valid	
Transport for London	Subject to the demonstration of physical and potential provision of allocated blue badge spaces for all wheelchair accessible over the site TfL does not object to the blue badge proposals. Given the discrepancies TfL is currently unable to say whether the cycle parking proposals are compliant and would like to see a definitive and consistent set of plans detailing what is proposed for planning consent.	Comments noted. The permission attached to the outline permission require further details of the cycle parking to be submitted.
Designing Out Crime Officer	<p>Whilst in principle we have no objections to the site, in light of the changes to the original design, in particular the Fire Strategy, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied.</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p>	Comments noted and conditions/informative in place to cover these points.

Stakeholder	Representations	Officer comments
	<p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p>	
Network Rail	<p>Following assessment of the details provided to support the above application, Network Rail has no objection in principle to the development, but below are some requirements which must be met,</p> <p>While the proposed phase of development is some distance from the railway boundary, given the scale of the proposed buildings, we would appreciate further information in relation to the collapse radii of cranes and piling equipment if they are to be used in the construction of the proposals, in order that we may ensure that there is no impact on operational railway safety. We therefore require that the following condition is included on the decision notice should the scheme be granted planning permission; Works in Proximity to the Operational Railway Environment Development Construction Phase and Asset Protection Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the</p>	<p>Comments noted and conditions/informative in place to cover these points.</p>

Stakeholder	Representations	Officer comments
	<p>development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.</p> <p>Condition</p> <p><i>Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.</i></p>	
Crossrail 2 Safeguarding	<p>Crossrail 2 has no comments to raise in respect of the proposal but in the event that the LB Haringey issues a new decision notice, Crossrail 2 / Transport for London request the borough attach the following conditions:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:</p> <p>(i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works,</p>	Comment noted

Stakeholder	Representations	Officer comments
	<p>(ii) Accommodate ground movement arising from the construction thereof,</p> <p>(iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail 2 railway within the tunnels and other structures,</p> <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (ii) and (iii) of this condition shall be completed, in their entirety, before any part of the building[s] [is] [are] occupied.</p> <p>Informative: Transport for London is prepared to provide to information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.</p>	
National Grid Electricity Transmission	Regarding planning application HGY/2023/2357, there are no National Grid Electricity Transmission assets affected in this area.	Comments noted
National Grid Gas Transmission	Regarding planning application HGY/2023/2357, there are no National Gas Transmission assets affected in this area.	Comments noted
HSE	1.1 It is noted that the above application is an approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, pursuant to planning permission HGY/2017/3117 dated 19th April 2018.	Comments noted

Stakeholder	Representations	Officer comments
	<p>1.2 This is prior to HSE becoming a statutory consultee for relevant buildings, in relation to fire safety matters.</p> <p>1.3 Phase 4 of the development will consist of three residential blocks (blocks H1 – H3), with all the blocks being relevant buildings i.e., having a height of 18 m or more, consisting of 377 residential homes on the upper levels with mixed commercial, workspaces and ancillary spaces at ground and first floors framing a new landscaped public square. Details are provided below:</p> <ul style="list-style-type: none"> - Block H1 – 81.8 m - 28 storeys - Block H2 – 51.2 m - 18 storeys - Block H3 – 59.7 m - 21 storeys <p>1.4 The buildings are proposed to be served by two stair cores, one of which is a firefighting shaft, containing a firefighting staircase and a firefighting lift, which serves dwellings on every upper floor level.</p> <p>1.5 For the avoidance of doubt, this substantive response is in relation to the reserved matters relating to phase 4 of the development.</p> <p>1.6 It is noted from the information provided within the fire statement that the adopted fire safety guidance for this application is Approved Document B (ADB) Volume 1 and Volume 2, with BS9991 as supplementary guidance. This application has been assessed accordingly.</p>	

Stakeholder	Representations	Officer comments
	1.7 Following a review of the information provided in the applicant's response, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.	
NHS Healthy Urban Development Unit	The request is the Council to secure £691,783 within the S106 agreement to be paid on commencement and indexed linked to building costs.	Further obligations cannot be sought through this reserved matters application which is only for further details of the outline permission already approved. The S106 obligations secured the necessary mitigation at the time of the outline permission.
NEIGHBOURING PROPERTIES		
Neighbouring occupier	We have not been provided with any information about the proposed application. We have not received any visual representation of the proposal to help us understand how this will affect my property and any potential impact to the value.	Visual representation was presented at public consultation and is available in the portal.

Appendix 3.1 - Quality Review Panel September 2022 Report

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Gasworks – Phase 4

Wednesday 21 September 2022

5M1, Clockwise Wood Green, Greenside House, 50 Station Rd, London N22 7DE

Panel

Peter Studdert (chair)
Marie Burns
Esther Everett
Phyllida Mills
Tim Pitman

Attendees

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Elizabetta Tonazzi	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4

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1. Project name and site address

Clarendon Gasworks – Phase 4

Northern Quarter, Former Clarendon Gas Works, Land adjoining Brook Drive, Silsoe Road and Coburg Road

2. Presenting team

William Mackey	St William
Matthew Rees	St William
Nick Hacking	Sheppard Robson
Runyuan Xu	Sheppard Robson
Nina Kolbeck	MRG
Jennifer Mui	MRG

3. Planning authority briefing

The site is within the Clarendon masterplan in Haringey Heartlands, one of the growth areas identified in the Council's Local Plan 2013 and an area of intensification in the London Plan. The application site, Phase 4 of the Clarendon Masterplan, is in the northeast corner, with frontage onto Coburg Road. This is a primary east-west link between Wood Green Station and Alexandra Palace Park. The site is also to the north of a north-south link running through the Clarendon development and Wood Green's cultural quarter.

A hybrid application was approved in 2017 (HGY/2017/3117), agreeing the overall parameters of the site's development. The applicant is now seeking permission for Phase 4 of the residential-led, mixed use Clarendon masterplan. It comprises of blocks H1 (26 storeys), H2 (20 storeys) and H3 (23 storeys). H2 and H3 are connected by a 15-storey linking building around a new public square. The scheme proposes 354 dwellings, with restaurants on the ground floor and commercial units on the first floor. The height of block H1 has been amended from the illustrative hybrid application scheme, increasing by 19m. This was approved under planning application HGY/2021/1392. There have also been changes made to the general arrangement, block form and layout, and the public square has evolved since the illustrative scheme.

Officers asked for the panel's views on the applicant's response to the masterplan principles and design codes, the nature of the new square, site arrangement, block form, layout, landscaping, whole life carbon, and materials/colour palette in relation to the emerging context.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4



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4. Quality Review Panel's views

Summary

The panel reviewed an outline application for the development of the northern sector of the Clarendon Gasworks site in July 2017 as part of the hybrid application on the wider Gasworks site. At that meeting the panel expressed concern about the scale and massing being proposed and its potential negative impact on the public realm. The application was however approved as presented, and an amendment in 2019 permitted an additional 19.1m in height for block H1 (although without any increase in overall floor area). The panel would like to understand what modelling options have been considered for the towers in response to its comments in 2017, and whether any reductions in scale to blocks H2 and H3 were sought as a *quid pro quo* for the increased height permitted in 2019 for block H1. It therefore encourages further work to refine the massing of the towers within the permitted parameters. Nearby and long-distance townscape view analysis will be essential, as well as analysis of the sunlight, daylight and wind conditions for the public realm and residential units in the scheme and on neighbouring plots. A clear rationale for where the design team has diverted from the masterplan design codes should be provided. The proposal should consider how the diverse needs of the future residents will be supported through day-in-the-life studies and consideration of resident amenities. The panel considers a wider landscape masterplan crucial to clarify the hierarchy and function of spaces, helping to define the role that this site will play. For example, the activities and landscape character of the Public Square should complement those of Chocolate Square. It also thinks it is essential that tree planting along Coburg Road delivers on the vision of this as an urban avenue, with large scale trees capable of reaching 30m at maturity. The quality of amenities for cyclists needs further consideration. The amount of single aspect homes should be reduced as far as possible. The architectural language would also benefit from development to create a family of buildings.

More detailed comments are set out below.

Height and massing

- The panel regrets that planning permission has been granted for an increase in height of block H1 since the hybrid application for the masterplan was approved, particularly given the panel's concerns about the height and massing of this part of the masterplan reviewed in 2017.
- Whilst the proposed height and massing has already been approved, the panel has concerns about its impact on quality of life for residents in this scheme and its neighbours.

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- Wind and overshadowing are likely to affect the usability of the public realm and quality of life for neighbouring residents. Microclimate analysis is required to ensure that the proposed height and massing will not have an adverse impact.
- The proposed height and massing should be tested in long views. Studies of how this cluster of buildings will appear from key viewpoints such as Alexandra Park should be carried out.
- The established hierarchy of a taller marker building for H1 and two smaller buildings is logical, however all three blocks currently appear as towers.
- The masterplan design code suggested lower buildings with one distinctive tall element, and the panel continues to think this would be more successful.
- The panel also thinks that the podium enclosing and defining the square should be reduced to eight storeys, to create a more human scale.

Place-making, character and quality

- The masterplan design code is complex and detailed, with the aim of creating a distinctive placemaking character. Whilst the panel accepts there may be reasons to diverge from the codes, robust justification should be given for this.
- The height of the buildings proposed makes it particularly important that this site achieves exceptional design quality.
- This scheme proposes around 300 flats, which will accommodate between 700 and 800 people. Day-in-the-life studies of various future resident demographics would be valuable to ensure that their lifestyles will be accommodated.
- The panel recommends providing a variety of indoor amenity types, beyond the ground floor restaurants, on different floors. This will help to cater to diverse needs and create the best possible conditions for a cohesive new community to form here.

Wider landscape masterplan

- The proposals would benefit greatly from tying into a wider landscaping strategy for the Clarendon masterplan. This should show intent for the hierarchy and function of spaces throughout the new neighbourhood, safeguarding variety in the landscape character.
- A landscape masterplan would provide context for how the various sites fit together and what the pedestrian experience of moving through the new streets, squares and gardens should feel like.

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- Clarity on the masterplan will help to define what this site has to offer, enabling a much stronger sense of place through the landscape proposals.
- The panel are enthused about the introduction of a new tree-lined avenue along Coburg Road, as outlined in Haringey Council's plans. The potential for mature, 30m tall trees to thrive here in future years should be designed for and safeguarded.
- In the landscape masterplan, the avenue should connect this development and its pockets of green space to existing nearby green spaces such as Alexandra Park.
- The trees should be shown at an appropriate scale on all relevant drawings, and commitments made to the type of tree, and size at maturity, as part of any planning application.
- The design team should consider a lighting strategy integrated with circulation routes to residential entrances and other key destinations.

The square - public realm design

- The panel understands that the design team have moved away from the idea of a market square. However, the nature of the proposed public square would benefit from further definition.
- This panel thinks the Public Square should be primarily residential in character, to serve the large number of residents living in the buildings that surround it.
- The idea of an 'urban room' is enticing but requires greater clarity. The masterplan and design code envisaged the enclosing edges of the square being read as one, by sharing similar characteristics such as height and materiality.
- Brick could help to create warmth at the lower levels enclosing the square, and a different material could be used to differentiate the upper storeys.
- The positioning of residential entrances successfully brings life to Coburg Road but means that the public square is relying only on a few restaurants. A strategy should be developed to for active frontages at different times of the day/night. The landscaping strategy should lead on from this.
- The panel recommends carrying out studies for additional uses of the square itself that will help it to feel less corporate, for example, children's play space.



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- Comfort for those sitting out in the arcade could be improved by detailed microclimate analysis that informs the amount and type of mitigation measures, particularly wind.
- The panel encourage the design team to ensure that all visualisations are realistic (the height of the trees for example) to enable sound judgement about whether the mitigations are likely to be successful.

The square – landscape design

- The design team presented thorough analysis and a considered approach to the landscaping, but the potential to create a more defined sense of place has not yet been fulfilled.
- The design should be bolder, with a stronger green presence. This square should speak to cyclist permeability and green, human scale spaces for residents to spend time in.
- This could be achieved by sub-dividing the square into smaller pockets with different characters. This will also help reduce the corporate plaza feel.
- This site should not rely solely on trees. Biodiversity requires a range of planting, and there are soil depth constraints to take into account. The panel recommends lower-level planting to respond to the need for enclosure.
- This could define a range of meeting and dwelling spaces that allow sunlight through and views down from the buildings above.
- If the design team are using trees, the panel advise arranging them as a grid or perimeter of trees to help reinforce a sense of a centred space. Pollen should be a consideration when selecting the tree species.
- The panel encourages the design team to consider how the landscaping of the public square can contribute to sustainability, biodiversity, colour and shading.

Inclusive design for cyclists

- The scheme's integration into wider cycling networks is very positive.
- The panel question the quality of amenities provided for cyclists. The design should make it as easy and pleasant as possible for cyclists to live here.
- The panel thinks that a large cycle store with no daylight may put residents off cycling. The project team should explore options for distributed cycle storage.

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- Routes into and out of the cycle stores should be straightforward and greenery could be integrated to make them more welcoming as arrival spaces.

Scheme layout

- The panel is concerned about the risk of overheating and lack of natural ventilation in single aspect dwellings. The number of single aspect homes should be reduced as far as possible.
- The addition of shared terraces for residents on different levels is positive.
- The circulation routes should help residents to navigate their way to the terraces. Glazing could provide views through to the gardens from the lift cores and corridors.

Architectural language

- The architectural language should be developed to help all blocks to feel like a family of related yet unique buildings. They should also relate well to the surrounding context.
- The eastern elevation currently appears as a vertical face, despite the small setback. Further development is needed to address this.

Next steps

- The panel asks to review the scheme again at a formal review when the project team has had the opportunity to develop its designs further and respond to the panel's comments.



Appendix 3.2 - Quality Review Panel – December 2022 Report

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Gas Works Phase 4

Wednesday 7 December 2022

Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Road,
London N22 7DE

Panel

Peter Studdert (chair)
Paul Appleby
Marie Burns
Phyllida Mills
Andy Puncher

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Joe Brennan	Frame Projects
Adrian Harvey	Frame Projects
Kirsty McMullan	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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CONFIDENTIAL**1. Project name and site address**

Clarendon Gas Works – Phase 4, Northern Quarter, Former Clarendon Gas Works, Land adjoining Brook Drive, Silsoe Road and Coburg Road

2. Presenting team

William Mackey	St William
Matthew Rees	St William
Christy Walsh	St William
Nick Hacking	Sheppard Robson
Runyuan Xu	Sheppard Robson
Louise Newman	Tavenor Consultancy
Nina Kolbeck	MRG
Jennifer Mui	MRG

3. Planning authority briefing

The site is within the Clarendon masterplan area in Haringey Heartlands, one of the growth areas identified in the Council's Local Plan 2013 and an area of intensification in the London Plan. The application site, Phase 4 of the Clarendon Masterplan, is in the northeast corner, with frontage onto Coburg Road. This is a primary east-west link between Wood Green Station and Alexandra Palace Park. The site is also to the north of a north-south link running through the Clarendon development and Wood Green's cultural quarter.

A hybrid application was approved in 2017 agreeing the overall parameters of the site's development. The applicant is now seeking permission for Phase 4 of the residential-led, mixed use Clarendon masterplan. It consists of Blocks H1 (27 storeys), H2 (15 storeys) and H3 (20 storeys). H2 and H3 are connected by a 12-storey linking building around a public square. There will be private landscaped roof terraces on level 9 of H1, and levels 2 and 12 of the linking building. The height of Block H1 has been amended from the illustrative hybrid application scheme, increasing by 19m (approved under HGY/2021/1392). Changes have also been made to the general arrangement, block form, layout and public square since the illustrative scheme. The current scheme proposes 360 dwellings, with restaurants on the ground floor and commercial units on the first floor.

Following feedback from the September 2022 review, the scheme has been revised. The key changes include: an additional storey added to Block H1 (by reducing internal floor to ceiling heights so that the building does not exceed the permitted parameter height); elevation refinement; verified townscape views submitted; and landscape and public realm refinement. The applicant has begun workshop meetings with Haringey's Regeneration Team, and has submitted an overshadowing analysis of the council owned sites to the north of Phase 4.

Planning officers asked for the panel's views on daylight / sunlight, views, landscape, and integration with the Council's wider vision for the Haringey Heartlands.

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CONFIDENTIAL**4. Quality Review Panel's views***Summary*

The panel supports the development of this brownfield site to deliver much needed housing and public realm but is unable to endorse the scale and density of this scheme, which it considers to be excessive. The proposal is a departure from the original masterplan vision for a more modest scale mixed use arts quarter and seems likely to attract a different type of resident and business to those originally envisaged. Fundamental issues such as single staircase accesses to the tower blocks, overlooking and loss of privacy in some areas, and the number of single aspect homes give rise to concerns that the scheme layout is maximising, rather than optimising, the site's capacity. The panel stands by its profound concerns in relation to height and massing from its previous review of the scheme (21 September 2022). However, the panel understands that the proposed height and massing is already approved in outline, so provides comments to mitigate its impact and improve detailed design.

The panel urges the project team to set a precedent for an avenue of mature trees along Coburg Road, indicating the important new link to Alexandra Park and Palace. The public realm design needs further work. The panel suggests that, as a minimum, building shoulder heights around the square should be a maximum of eight storeys on all sides to frame the space as a more human-scaled neighbourhood space and to mitigate the impact of the towers bearing over it. The panel also feels that the landscape design within the square needs an improved structure, with a clear planting and seating hierarchy. It is also concerned that the arcade will be a windy and uncomfortable space. Further wind testing should be carried out, and the project team should explore covering it to create an enclosed arcade providing environmental protection. Consideration is needed of how the design responds to microclimate, including overheating. The spatial implications of all heating, cooling, energy, noise and air quality equipment should be worked through in more detail. The project team has developed strong ideas for the architectural language, but these have not yet been well translated into elevational drawings and 3D renders. The panel is comfortable with the concept of a family of distinct but related blocks, but asks for consistency in the way the top, middle and bottom of each block is expressed, with all blocks also receiving high quality finishes.

These comments are expanded below.

Scheme layout

- The panel supports high-density development of brownfield sites such as this to provide much needed housing, but they must be delivered to a high standard to ensure new communities can thrive. The usual indicators of quality, such as overlooking distances beyond the National Model Design Code recommendations and dual aspect homes beyond the London Plan minimums, are not in evidence in these proposals.



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- This lack of quality undermines the argument for the sustainability of high density living, and leaves the scheme open to criticism. The panel strongly urges the project team to investigate how these shortcomings can be improved upon.
- Overlooking distances should be even more generous for taller buildings, such as these. Further work is therefore needed to ensure that no habitable rooms are directly facing one another, especially for single aspect homes.
- The panel is also concerned about the fire safety of the proposed single, centralised access core to each block. This issue is fundamental and must be addressed as soon as possible, as it would affect the shape of the towers (which should not become any thicker), the tenure mix (which already lacks larger family units) and, therefore, the footprint of all three buildings.
- The project team should work with its fire consultants to find a satisfactory resolution. The core should also allow natural light where possible.

Height and massing

- The panel does not endorse the height and massing, which appears likely to impact negatively on quality of life both for residents of this scheme and for its neighbours.
- The earlier phases at the southern end of the masterplan (now built out) are of a high quality and are on an appropriate scale, in keeping with the masterplan's placemaking objectives. In the panel's view, consistency with this approach would have been preferable, with 15 storeys being the maximum height appropriate for this key location.
- However, it understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.
- The panel is content that the scheme does not have an adverse impact in distant townscape views but is concerned about impact and overlooking issues in short range views.

Placemaking, character and quality

- The project is hugely ambitious, but the panel questions whether this location is right for a scheme of such a metropolitan scale.
- This phase appears to have made a significant departure from the original vision for the Clarendon masterplan. The proposals are closer to the look and feel of Canary Wharf than of an 'arts quarter', as previously intended, and the panel are not convinced that this is the right approach for this area. For example, the gleaming white walls will be a tempting surface for graffiti.



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- The panel are concerned that the development will change the surrounding area, making it more exclusive rather than attracting small, creative businesses and allowing them to grow within the scheme.

Wider landscape masterplan

- An avenue of mature trees along Coburg Road is essential as part of Haringey's vision for the wider area, giving the new route to Alexandra Palace and Park the prominence it deserves. The panel notes that its comments in relation to this from the previous report (21 September 2022) still stand.
- It understands that there are constraints, such as servicing below ground, to be resolved. However, this is a pioneering scheme of a significant scale. If this scheme does not set up the transformation of Coburg Road, it will establish a poor precedent and public realm improvements will be unlikely to be delivered, as this is one of the last phases of the masterplan.
- The panel therefore encourages the project team and London Borough of Haringey to work together to overcome these constraints and achieve their vision for the wider landscape masterplan.

Public realm – the square

- The panel supports the move to keep the route through the new square to Coburg Road as a straight, as opposed to the previous diagonal version. This helps with navigation by providing clear lines of sight.
- The panel's concerns about the usability of the 'arcade' (the street between Blocks H1 and H2) remain from the previous review. This space is very narrow and seems likely to suffer from the predominant south westerly wind which will be funnelled through the space and made worse by the down draft from the tall buildings.
- Whilst it understands that the project team's arguments that the approved phases buffer the area, and that the wind modelling does not yet take account of trees, the panel is not convinced that this space will be comfortable to sit in, as shown in visualisations. The panel also worry that it will not create a welcoming arrival space for those residents whose entrances lead off it.
- The panel does not agree that this space is an arcade, which is usually a covered passage. It recommends that consideration should be given to enclosing the space to create a genuine arcade and mitigate the effects of the wind, creating a more hospitable environment.
- Similarly, the panel does not agree that the 'square' is working as such, and its concerns from the previous review remain. A square should be a space framed on all sides by buildings of a similar height, such as in Barcelona's city grid. Here, the 'square' results from a conglomeration of buildings of different heights, with no clear relationship to the space.



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- The panel recognises that consistent shoulder heights were not established in Phase 3b. However, it feels strongly that shoulders should be set at a maximum of eight storeys, creating a defined datum level around the square so it has a chance of being perceived as a human-scale civic space in spite of the towers looming above it.
- The most problematic edge is Block H3. The two-storey base and 18 storey sheer wall appears as a statement of a commercial use but is mostly residential.
- In terms of the landscape design of the square, the panel appreciates the work completed since the last review, which has improved the range of seating, but thinks that a more structured approach is needed.
- Instead of locating planting and seating in small areas left over by circulation patterns, stronger lines are recommended to help contain and frame the square. Consideration of the way London squares have been established may help, as a precedent that has stood the test of time.
- Within a stronger framework, the project team should aim to subdivide the space, providing different characters of planting and seating, with a clear hierarchy. Curves could be introduced within the linear framework and, alongside plant species, seating and lighting, can create highlights and identities for each smaller space.
- The panel also encourages further work on the planting specification, considering European standards for plants that will be able to grow tall and allow for movement in the wind.
- The project team should establish this landscape vision and design narrative at an early stage, so that the necessary underground servicing can be subservient to the public realm, and not vice versa.

Environmental response

- The project team is encouraged to continue to improve how the design is responding to its environment and tempering the microclimate. These issues are fundamental to resident comfort.
- Further wind testing is required to check the viability of the arcade, as tests show it to create comfortable conditions for standing only, not for sitting. This scheme is very dense in relation to the amount of outdoor amenity space provided, so every inch needs to work exceptionally well. The arcade currently compromises the quality of provision. As discussed above, the project team should explore enclosing it.
- The panel is not convinced that overheating has been sufficiently mitigated in the proposals. West-facing bedrooms in H1 are particularly at risk. Even with



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through ventilation from dual aspect, this is problematic as it is unlikely that windows can be fully opened considering safety so high up. This should be looked at, taking into account predicted increases in summer temperatures.

- The energy strategy needs further detail to convince the panel that it meets London Borough of Haringey's exemplary standards.
- The panel is concerned that locating all the air source heat pump equipment on a single roof will take up a lot of space, cause significant vibrations, and require long pipework to the other buildings, which will cause heat losses. This approach should be reassessed.
- The project team should ensure that the reduced floor to ceiling heights leave enough space for underfloor heating. Mechanical vent heat recovery units and access points for maintenance also need to be fitted in.
- The panel recommends carrying out noise and air quality assessments to inform the design at an early stage. For example, homes facing towards the railway line are likely to need higher volume ventilation than others.

Architectural language

- The project team has developed strong ideas for the scheme's architectural language, which work well in the façade concept studies (page 31 of the project team's presentation). However, these have not yet been successfully translated into elevational drawings and 3D renders.
- For example, the crown of H1 does not wrap around all sides of the building, so it does not yet read as an articulated crown. The panel also suggests that H1's crown should incorporate an additional storey or two, so it is deeper and appears more intentional.
- The panel suggests a 360-degree examination of all buildings is needed, to ensure that concept ideas are resolved on all façades.
- The massing, as shown in 3D renders, appears too dense. The panel recommends exploring ways to break down the mass of the blocks, for example by using more filigree structure.
- The panel is comfortable with the idea that the buildings have individual design personalities, forming a family of distinct but related blocks. However, there should be a consistency in the approach to the way the top, middle and bottom of each block is expressed.
- The materiality and detailing of H2 and H3 give the impression that they are a value engineered version of H1. They are just as important and require a higher design quality than presented.



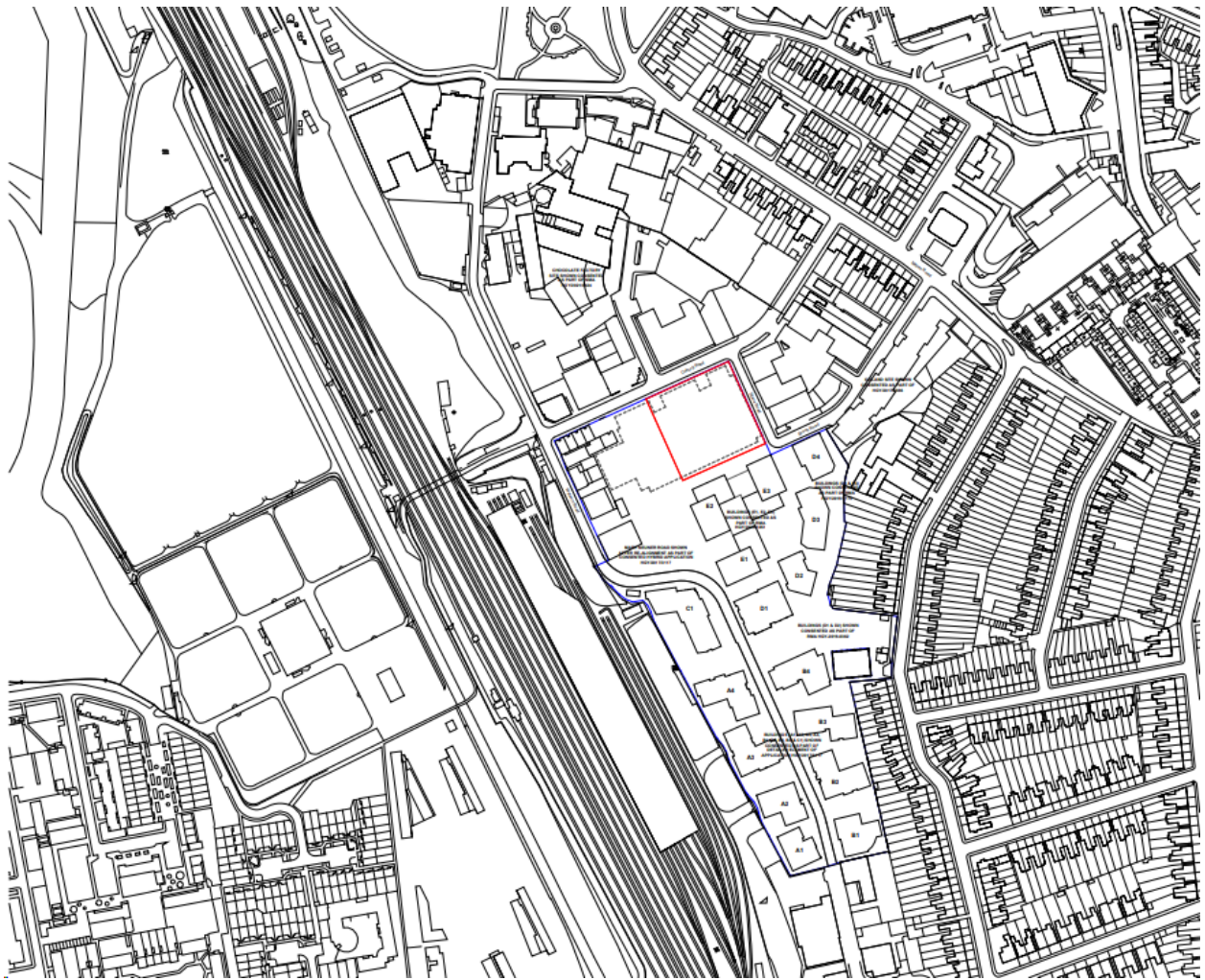
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Next steps

The Quality Review Panel is confident that the applicant team can address its comments in liaison with Haringey officers. Clarendon Gasworks Phase 4 does not need to return to design review.



Appendix 4 -Plans and images



The site location plan



Illustrative masterplan



Heights of Illustrative Masterplan
(heights exclude undercroft and basement levels)

- 13+ storeys
- 7-12 storeys
- 2-6 storeys

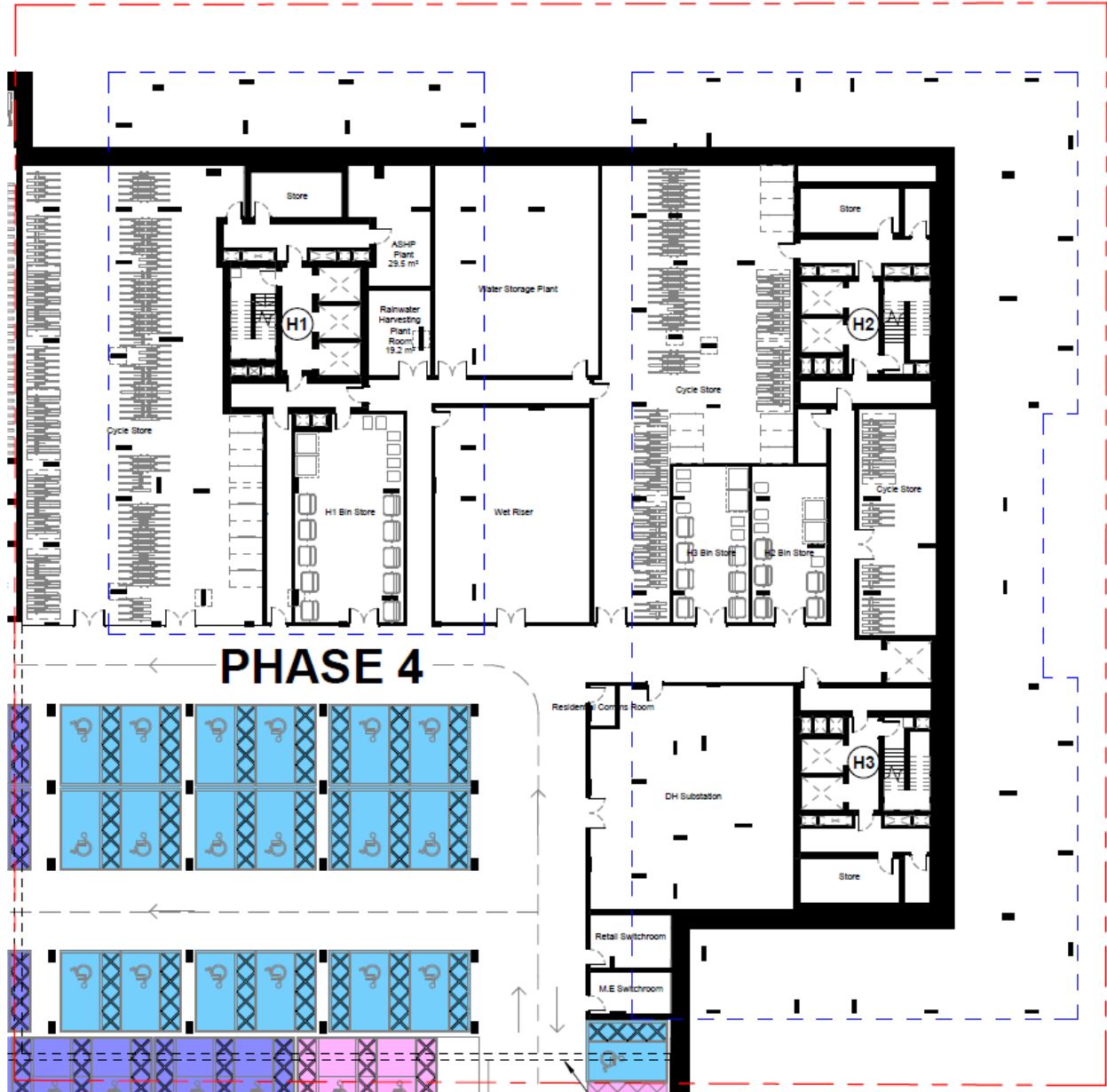
Heights of illustrative masterplan



H.1 Illustrative Masterplan in Development Zone boundary

-  Development zone boundary
-  Development parcel boundary
-  Development parcel name

Illustrative masterplan development zone boundary



Proposed basement plan – phase 4



Proposed ground floor level plan- Buildings H1-H3



View from the Junction of Coburg Road and Mayes Road



View from Chocolate Square



Clarendon Road Approach View



View Crossing Coburg Road walking into the 'arcade'



View across the public square



View from the public square between H1 and H2/H3

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Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2024/0002**Ward:** Noel Park**Address:** 157-159 Hornsey Park Road, N8 0JX**Proposal:** Redevelopment of the site to provide 32 residential units and commercial floorspace with associated disabled parking, landscaping and access**Applicant:** Trinity International Properties Ltd**Agent:** Maddox Planning**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi**2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to a Planning Sub-Committee in April/May 2024. The applicant is currently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site is a backland site located to the north western side of Hornsey Park Road, with its entrance between two end-of-terrace houses. The site backs onto the rear gardens of the terraces houses fronting Hornsey Park Road. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings which are one to two storeys in height, of no architectural merit.



Fig 1: site location in context

3.2 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green and Haringey Heartlands Growth Area as identified in the Council's Local Plan 2017. The site also forms part of a designated site allocation in the Council's Site Allocation DPD – SA21 known as 'Clarendon Square Gateway' which seeks the redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a development plan document itself and is instead being subsumed into the emerging New Local Plan. The site is also located within the designated Wood Green Metropolitan Centre, Local Employment Area; Wood Green Regeneration Area and Blue Ribbon Network. The site is not within, adjacent or near a Conservation Area and there are no locally or statutorily listed buildings occupying the site.

3.3 The site has a public transport accessibility level (PTAL) of 4, considered to have 'good' access to public transport services. There are 4 bus services within 7 to 8 minutes' walk of the site, Wood Green Underground Station is an 11 minute walk away, and Hornsey National Rail station a 12 minute walk away.

4. PROPOSED DEVELOPMENT

4.1. The proposal consists of:

- The demolition of the existing light industrial buildings;
- Erection of the following:
 - o Block A – 6 storeys consisting of 21 residential units which include three wheelchair accessible units on the ground floor.
 - o Block B – 5, 4 and 1 storey consisting of 193 square metres of commercial floorspace and 11 residential units
- A housing mix of: 3 x studio, 7 x 1 bed, 18 x 2 bed 4 x 3 bed
- A new pedestrian route.

- Three disabled parking bays
- Cycle parking and refuse storage
- Landscaping provision including child playspace

5. PLANNING HISTORY

- 5.1 OLD/1988/1352- Erection of 2, 3 bedroom detached houses with parking spaces for 4 vehicles (157-159). – Withdrawn
- 5.2 HGY/1997/0714- Demolition of existing buildings and erection of 2 detached houses to frontage with private access road to Mews Court at rear comprising 14 live/work units – Withdrawn
- 5.3 HGY/1997/1667- Demolition of existing B1 industrial buildings and the erection of 9 Class B1 units and 2 X 3 bed detached houses – Granted
- 5.4 HGY/2000/0515- Erection of three storey block containing three 2 bedroom and eight 1 bedroom self contained flats (social housing) to frontage of site with associated car parking and retention of (B1) light industrial units to the rear of the site – Withdrawn
- 5.5 OLD/2001/0046- Erection of three storey block containing three 2 bedroom and eight 1 bedroom self-contained flats (social housing) to frontage of site with associated car parking and retention of B1 light industrial units to the rear of the site – Withdrawn
- 5.6 HGY/2018/1297- Retrospective application for conversion of the first floor of an office into a two-bedroom flat - Refused
- 5.7 HGY/2020/0359- Retrospective live-work unit within existing light-industrial site – withdrawn

6. CONSULTATION

6.1. Public Consultation

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken although a Development Management Forum was held on 29 November 2023 as set out below. The applicant has undertaken their own pre-application engagement with the local community. They sent out letters to local residents in November and hosted a website allowing people to view the proposals and provide comments.

6.3. Quality Review Panel

- 6.4. The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions. Following the second Quality Review Panel meeting on 1st November 2023, the Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows;

The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the project team for its work to resolve the issues

arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.

The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semi-private, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.

The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Hornsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.

- 6.4 Following the Quality Review Panel meeting, Officers have met with the applicant to discuss revisions and to concentrate on the detailed design of the development.
- 6.5 The panel has expressed that they are confident that the issues outlined in their response can be resolved in consultation with planning officers and does not need to return for another design review.

(The QRP's full written response is included under Appendix II)

6.6 Development Management Forum

The pre-application proposal was presented at a Development Management Forum on 29th November 2023 where they applicant presented their proposal to the community and responded to questions and feedback. The comments were as follows:

- De-culverting the Moselle River should be investigated
- Daylight/sunlight/overshadowing concerns
- Loss of privacy/overlooking
- Close proximity of the development to neighbouring properties
- Concerns with the location of the refuse store
- Refuse store will attract vermin
- Oppressive
- Overbearing
- Excessive height and scale
- Noise and disturbance from construction work in addition to ongoing works at Clarendon Square
- Parking congestion
- Light pollution
- Sense of enclosure
- Environmental concerns
- Impact on quality of life

- Engagement with the elderly is important
- Council's failure to plan for Wood Green
- Concerns with construction vehicle access on Hornsey Park Road

7. MATERIAL PLANNING CONSIDERATIONS

7.1. The Council's initial views on the development proposals are outlined below:

Principle of Development

7.2. The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.

7.3. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.

7.4. Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).

7.5. The site is designated as Site Allocation SA21: 'Clarendon Square Gateway' in the Council's Site Allocation Development Plan Document (DPD) which seeks the redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. SA21 also covers the adjacent Iceland supermarket and land to the rear and Bittern Place. This site is located to the south eastern corner of the Site Allocation.

7.6. The requirements for the site, as set out under SA21 are listed below;

- Development proposals will be required to be accompanied by a site wide masterplan
- No buildings need to be retained.
- A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The maximum quantum of employment floorspace feasible should be provided on this site subject to viability which must be assessed looking at the mix of uses and the scheme as a whole
- The frontages to the new east-west route should be active non-residential uses facing onto the street.

- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.

7.7. While some of the site allocation requirements above do not relate specifically to this site, the site would need to tie into wider plans for this site allocation.

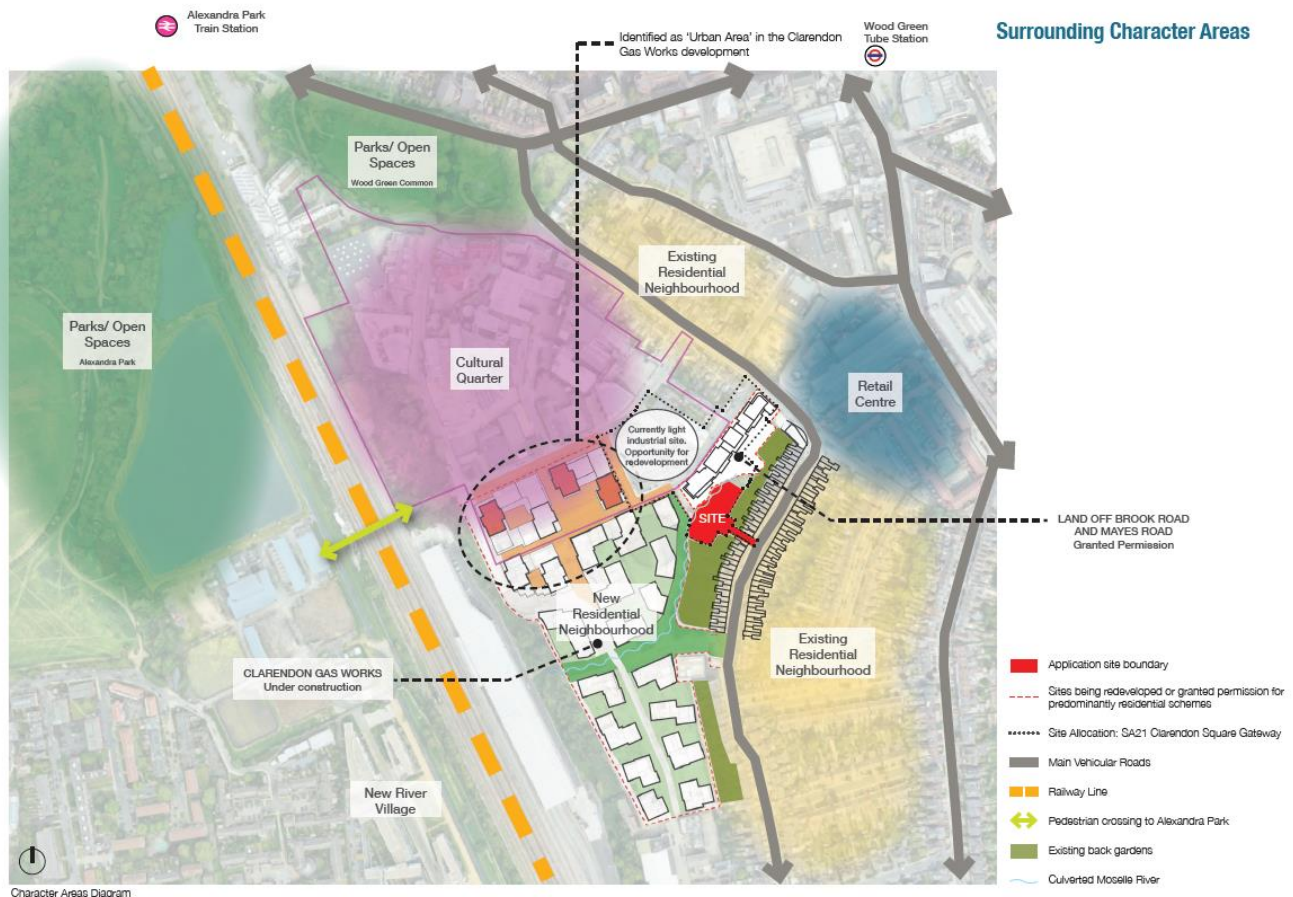


Fig 2: Site within the context of surrounding developments and the site allocation

- 7.8. It should be noted that the Iceland site which falls within the same site allocation (SA21 'Clarendon Square Gateway) and is under separate ownership, received planning permission (HGY/2017/2886) for a major mixed-use development up to 9 storeys. Across Brook Road, to the north is a low rise industrial estate known as "Bittern Place" also within the same site allocation (SA21 'Clarendon Square Gateway) which is under separate ownership.
- 7.9. The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 of the Development Management DPD (DM DPD) applies. Policy DM38 of the DM DPD states;

The Council will support proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;
 - b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and
 - iii. Environmental quality of the site.
 - c. Make provision for an element of affordable workspace where viable;
 - d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;
 - e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and
 - f. Be designed to enable connection to ultra-fast broadband.
- 7.10. The proposal, would redevelop only a portion of the site (within SA21) with a scheme providing a mixed use scheme consisting of residential and employment floorspace. Discussions are ongoing to ensure the optimum commercial floorspace is provided to comply with DM 38. Recent discussions between the Council's Carbon Management Team and the applicant have resulted in the employment floor space being reduced to 96.7sqm to accommodate the required plant space and to facilitate a future connection to the Decentralised Energy Network (DEN) on the ground floor of block B which is one of the site allocation development guidelines.
- 7.11. The Site Allocations DPD identifies a minimum development capacity of 6,734 square metres of employment floor space across the site allocation as a whole. The proposal in conjunction with the Iceland development would equate to 1,177.7 square metres of employment floor space across the site allocation. The applicant has presented an indicative masterplan illustrating how the rest of the site allocation could be developed to collectively to deliver 6,734 square metres of employment space across the whole of the site. Whilst the proposal would not deliver the full capacity identified it would deliver a proportionate employment floorspace within the site allocation and Bittern Place within this same site allocation is yet to come forward for development and has potential to deliver the employment capacity as set out in SA21.
- 7.12. The Applicant has provided a through route which is a site allocation requirement which creates a new link between Wood Green and Clarendon Square.

- 7.13. As part of the site allocation requirement, the proposal has been developed following discussions with the Environment Agency to safeguard the Moselle which runs under the site. Further discussions are to take place with the Council's Flood and Water Management Lead to discuss de-culverting the Moselle.
- 7.14. Policy DM10 of the Development Management Development Plan Document (DM DPD) states that the Council will support proposals for new housing as part of mixed-use developments.
- 7.15. The residential units forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock and would adhere to the aspirations of Site Allocation SA21 which specifically states that employment led mixed-use developments with residential use would be acceptable
- 7.16. Accordingly, given the above policy context, the principle of a mixed-use scheme is supported on this part of the site, which will potentially provide a greater job density and provide new homes which will contribute to the Borough's housing stock. However, there remains a net loss of employment floor space when compared to what is currently on the site and this will need to be justified given Local Plan policies seek to protect such employment uses. As a final option, a financial contribution maybe sought from the applicants in lieu of the net loss of employment floorspace as set out in the Council's Planning Obligations SPD 2018.

Design and Appearance

- 7.17. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.18. Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.19. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.20. The existing disused industrial buildings on site are one to two storeys in height. The buildings have no particular architectural merit and the demolition of the buildings is acceptable.
- 7.21. Officers consider the siting, height, massing and scale of blocks A and B are acceptable within the site's context and surrounding existing built form to provide a transition between the traditional scale on Hornsey Park Road and the much taller buildings in the Clarendon development. The buildings would facilitate a 'walk through' the site, which is a requirement of SA21 and would also provide clear visibility through the site from Hornsey Park Road to Brook Road.

- 7.22. Locating commercial floorspace at the ground floor level of Block B to create one unit is supported by Officers, the Applicant, with the assistance of the council's regeneration team are considering the type of commercial activity this site should accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above and servicing activity in the public realm. The commercial units are designed to be flexible and attractive to a wide variety of tenants.
- 7.23. The proposed layout and landscaping strategy has evolved and is subject to ongoing discussions. A clear strategy for pedestrian, cycle and vehicle movement will be critically important to the success of the scheme. The applicant has provided further clarity on which areas are public, private and semi-private. The landscaping has been developed to show how spaces will be defined; defensible planting is proposed as a buffer to the residential flats at ground floor level of block A; the child playspace will be enclosed by boulders, planting etc and seating is proposed. The residential bin store has been relocated from behind the rear boundary of 159a Hornsey Park Road to the ground floor of block B. This is supported by Officers. The cycle store location over the Moselle and adjacent to Block B is supported by Officers. The design details of the cycle store are subject to ongoing discussions.
- 7.24. The proposal provides a public through route to create a new link between Wood Green and Clarendon Square, which is a requirement of SA21. The simplicity, robustness, legibility and attractiveness of this route have been subject to ongoing discussions. The applicant is continuing discussions with the Metropolitan Police Designing Out Crime Officer to ensure the proposal enhances security through the layout, design of the buildings and treatment of the external spaces. To address safety and security issues on the site, the link will be gated at night and ample lighting is proposed. The details of the lighting strategy are crucial given the backland nature of the site, discussions are ongoing on this matter.
- 7.25. Further discussions around the detailed design, including elevation composition and detailed layout are ongoing as part of the pre-application discussions. The Applicant continues to refine the landscaping and architecture so to ensure these components of the scheme are well integrated. The design takes cues from the emerging nearby Clarendon Square development, which uses high quality bricks and has robust detailing and architecture.

Residential Unit Mix and Affordable Housing

- 7.26. The proposed new homes would provide 3 x studio, 7x1 bed, 18 x 2 bed 4 x 3 bed. The family housing provision of 12% appears to be appropriate given the site's limited size.
- 7.27. The applicant has shared the initial findings of its viability appraisal with the Council with the latest model showing that the development could provide 14% on-site affordable housing by habitable rooms in block B. The affordable housing is proposed as 100% shared ownership. This would not provide the tenure split required in the Local Plan or any provision of affordable rented housing.
- 7.28. The applicant has set out that due to the scale of the development only a very small number of social rented homes could be provided which would be difficult for a registered provider to manage.

- 7.29. The applicant is also exploring options where the commercial unit is replaced by residential to enhance the viability of the development and increase the affordable housing offer. The provision of commercial is a requirement of the site allocation so an enhanced affordable housing offer would need to be balanced against the loss of this commercial space.
- 7.30. The applicant is advised to begin early discussion with a registered provider at this pre-application stage.
- 7.31. This complex viability position was anticipated by the Site Allocation SA21 requirements which state “the development should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability which must be assessed looking at the mix of uses and the scheme as a whole” and “Affordable rent may be sought having regard to the viability of the scheme as a whole in line with the Policy DM38”.
- 7.32. Any viability report will be independently assessed by the Council at the Developer’s expense.

Transportation and Parking

- 7.33. The site has a public transport accessibility level (PTAL) rating of 4, which is considered good access to public transport services. There are 4 bus services within 7 to 8 minutes’ walk of the site, Wood Green Underground Station is an 11 minute walk away, and Hornsey National Rail station a 12 minute walk away. It is also within the Wood Green Outer Controlled Parking Zone, which has operating hours of 0800 – 1830, Monday to Saturday, providing comprehensive parking controls in the locality of the site.
- 7.34. The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 4 the proposal meets the criteria of Policy DM32 for a car free/permit free development. However, as always, there is a potential for additional on street demands arising from a development, seeking to park outside of Control Parking Zone operating hours. Therefore, it will also be necessary for a Parking Stress Survey to be provided as part of any planning application to give details of existing parking conditions in the locality of the site. 3 blue badge spaces for the accessible units would be provided to ensure a policy compliant provision ;10% of the overall number of residential units).
- 7.35. In addition to this the developer will likely be required to provide mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel.
- 7.36. Policy T5 of the London Plan sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD. The proposal would provide one store for cycle parking within the landscaped areas of the site, rather than within the individual blocks.
- 7.37. Discussions are ongoing with the Council’s Transport Planning team who are not yet satisfied with the current footway access, location of the cycle store and shared surface space proposed. Enhancements to the surrounding footways may be required to mitigate the impact of the development on the surrounding highway.

- 7.38. Full details of the proposed servicing/delivery arrangements and trips that will be generated will need to be provided in a Delivery and Servicing Plan as part of the applicant's Transport Assessment and will be closely scrutinised by the Council's Transport Planning team. This will need to include the numbers of trips, types of vehicles, and the associated dwell times plus details of where service vehicles will stop and dwell.
- 7.39. A detailed draft of the Construction Logistics Plan for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document, the impact on traffic movements on Hornsey Park Road and surrounding roads will be closely scrutinised by the Council's Transport Planning team.

Impacts on Amenity of Surrounding Residents

- 7.40. The positioning of windows on the proposed development have been designed to mitigate overlooking and loss of privacy to the rear gardens and windows of the surrounding properties.
- 7.41. A BRE assessment has been provided at pre-application stage in relation to daylight / sunlight requirements which seek to ensure that the amenity of neighbouring residents with regards to daylight / sunlight and overshadowing is not materially affected. A noise assessment and, if necessary, mitigation measures will also be required.

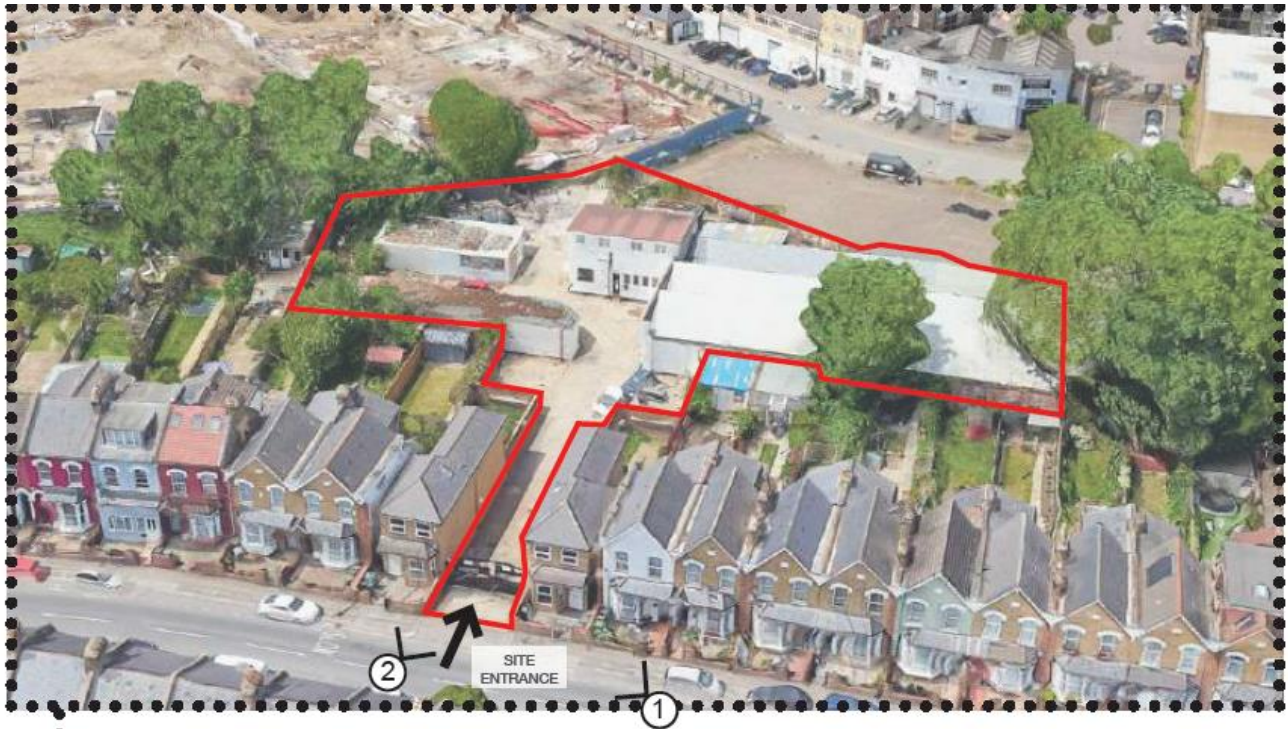
Sustainability

- 7.42. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy and discussions are ongoing on the overall energy strategy for the development. The Site Allocation SA21 states that the site is identified as being in an area with potential for being part of a decentralised energy network. Officers are discussing with the Applicants proposals of how the development could connect to a Decentralised Energy Network (DEN) and the site's potential role in delivering a network within the local area.
- 7.43. A range of sustainability and carbon measures, including Urban Greening proposals will be required and these discussions are ongoing with the Carbon Team.
- 7.44. Biodiversity Net Gain will be required from January 2024 for major developments so the proposal may need to demonstrate a biodiversity net gain.

Appendix 1

PLANS AND IMAGES

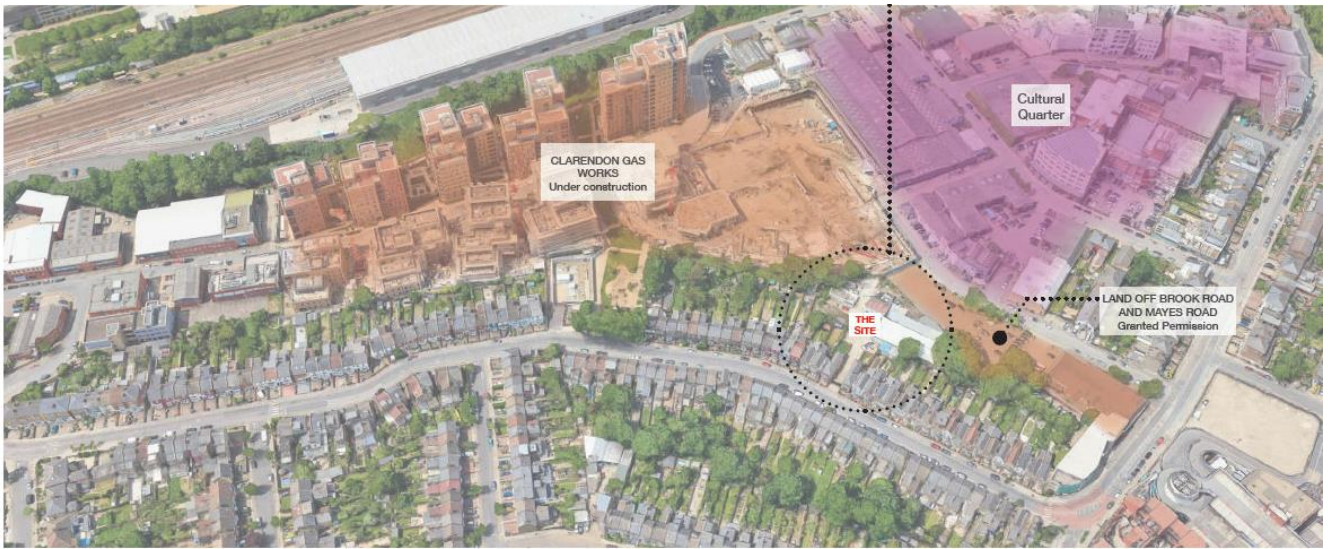
Site location



View 1



View 2



Site photos



View 3



View 4



View 6



View 7



View 8



View 9

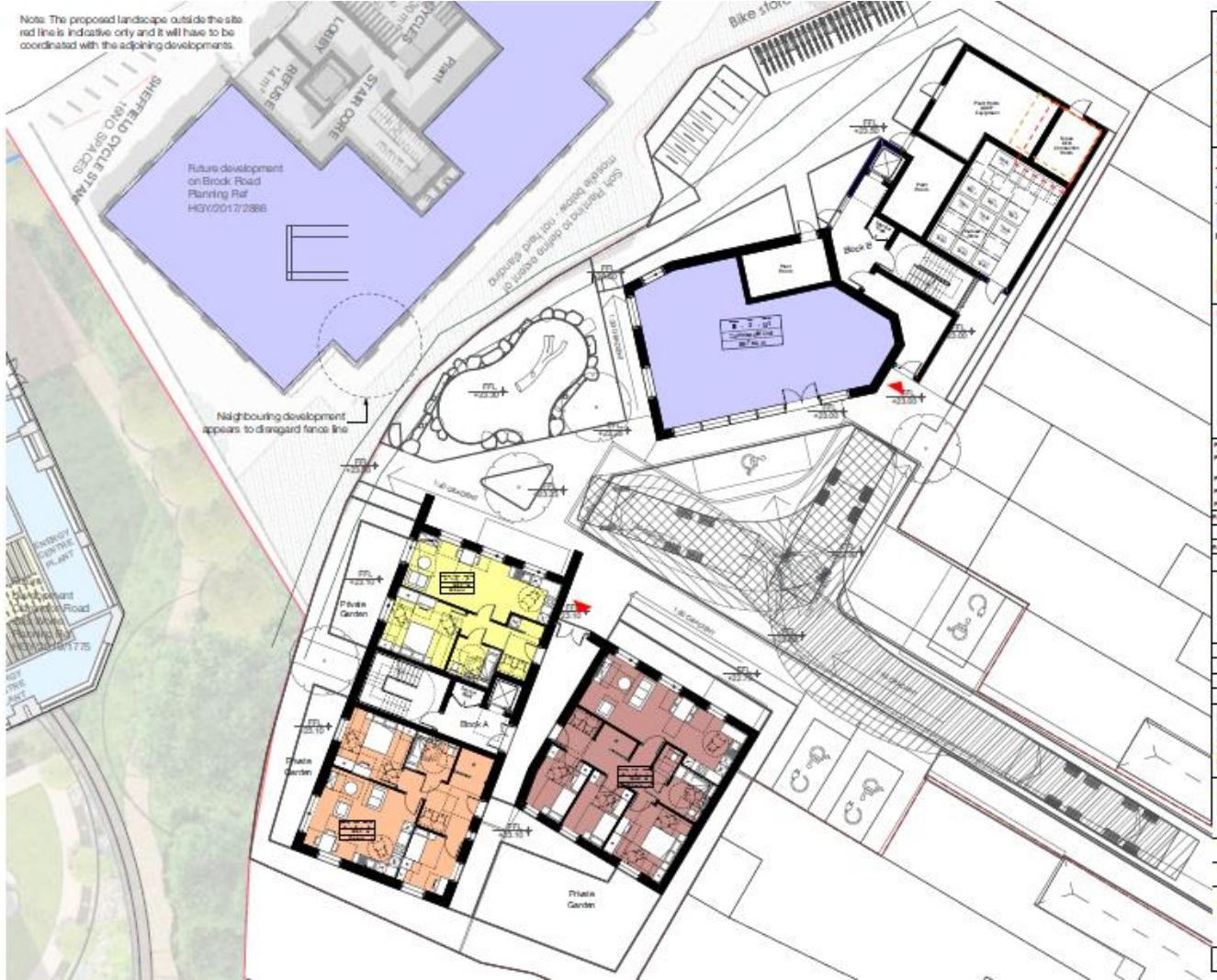


View 10



View 11

Landscaping/ground floor plan



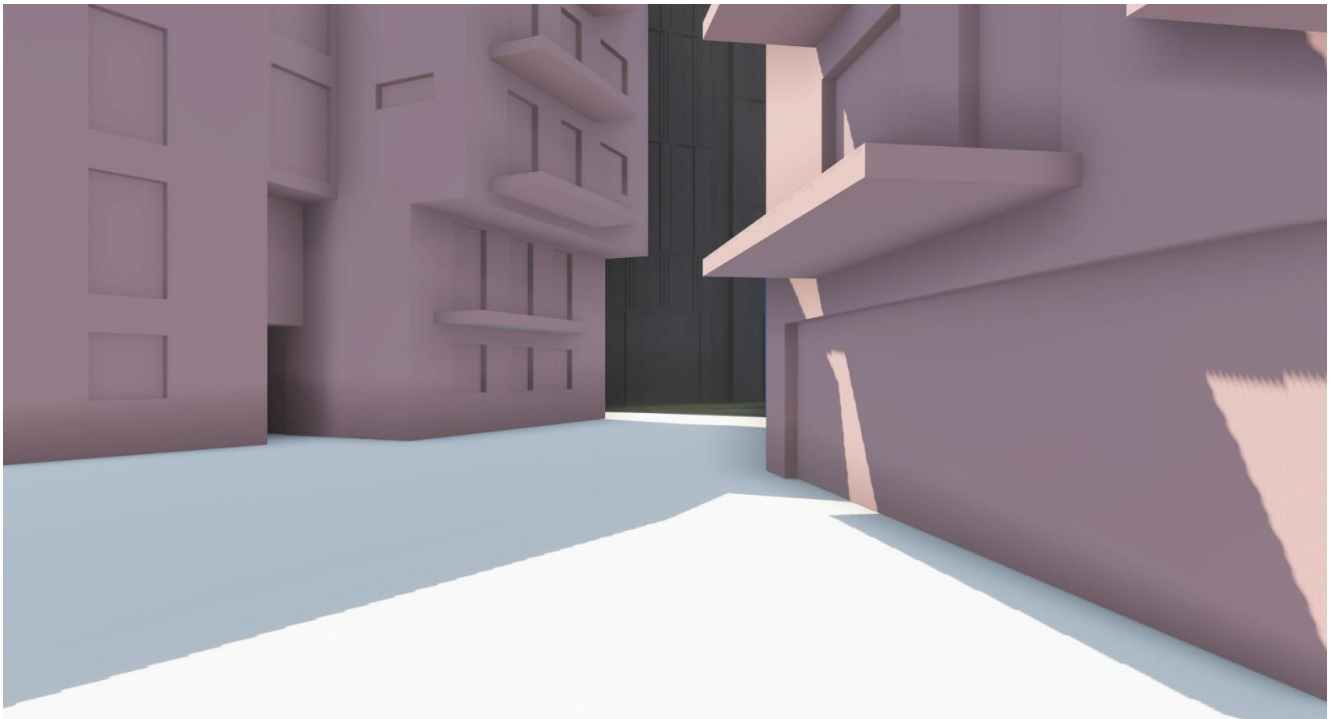
Site layout



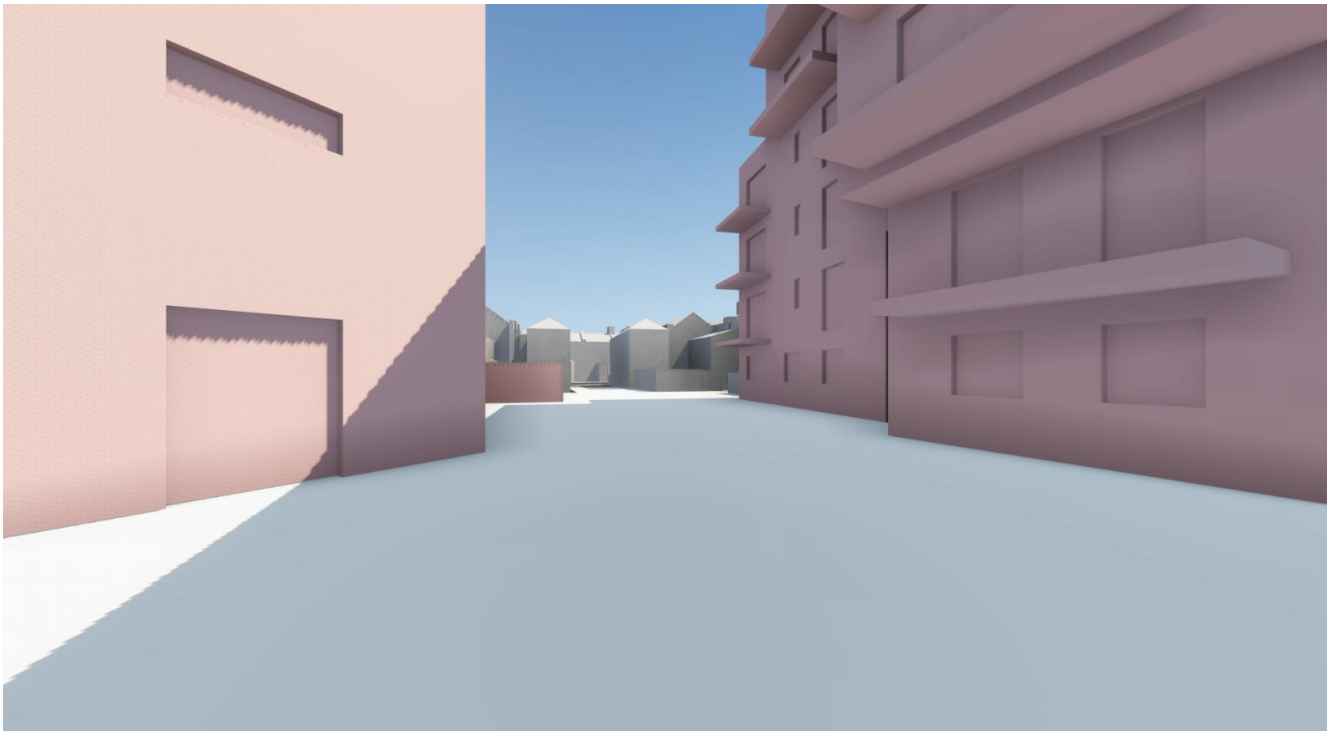
View from the sites boundary



View from the sites entrance



View from within the site



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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 157-159 Hornsey Park Road

Wednesday 1 November 2023

Woodside Room, George Meehan House, 294 High Road, London N22 8JZ

Panel

Peter Studdert (chair)

Ann Sawyer

Attendees

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Tania Skelli	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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1. Project name and site address

157-159 Homsey Park Road, London N8 0JY

2. Presenting team

Stephen Davy	Stephen Davy Peter Smith Architects
Laura Dimont	Maddox Planning
Tara Fitzpatrick	Maddox Planning
Victoria Osunkoya	Maddox Planning
James Fox	Trinity Group
Theodora Kyrтата	Stephen Davy Peter Smith Architects
Kevin Chitty	Trinity Group

3. Planning authority briefing

The site is located to the rear of Homsey Park Road, with its entrance between two end-of-terrace houses. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings of one to two storeys in height, considered to be of no architectural merit. The buildings are neither listed nor located within a conservation area.

The site is identified as a Strategic Area for Regeneration in the London Plan 2021 and is inside the Haringey Heartlands Growth Area, as well as within the boundary of the draft Wood Green Area Action Plan (2018). It forms part of a designated site allocation, 'SA21 Clarendon Square Gateway'. This allocation requires redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square. The Iceland site, which falls within the same site allocation, is under separate ownership and has planning permission (HGY/2017/2886) for a major mixed-use development up to nine storeys.

The scheme proposes 32 homes (over two blocks of between four and six storeys) and approximately 193 square metres of commercial floorspace, together with associated landscaping and delivery of a new pedestrian route.

Officers support the uses proposed on this site which will aid the council's strategic need for employment in the area. The increased quantum of employment floorspace is therefore welcomed and now considered sufficient. The through route, intended to increase permeability and social integration, remains a requirement of the site for officers, notwithstanding the panel's previous concerns. However, officers wish to ensure the simplicity, robustness, legibility and attractiveness of this route. The heights of both Blocks A and B are now considered to be appropriate.

Officers asked for the panel's comments on architectural character, servicing, and landscaping, including public and private amenity space, legibility, demarcation of the public realm and pedestrian safety.



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4. Quality Review Panel's views

Summary

The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the project team for its work to resolve the issues arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.

The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semi-private, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.

The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Homsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.

Place-making – through route and uses

- The panel reiterates its view that the policy requirement for a public through route and employment space place significant pressure on a constrained site, detracting from the scope available to create high quality housing. It thinks that this site would be much more successful as a residential-only mews.
- As a new strategic landscape corridor is already planned (in the form of Moselle Walk to the west of the site), it is not clear what need this additional through route will satisfy. Additionally, the requirement to accommodate commercial uses creates servicing challenges that are difficult to overcome and are likely to jeopardise the quality of the public realm in return for a token amount of employment space.
- However, discussions with London Borough of Haringey have concluded that the policy requirements must be delivered. In light of this, the project team is commended for its work to resolve these challenging issues.



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Public realm landscaping

- The landscape plan is currently too loose to show which areas are public, private, or semi-private, and which are for vehicles or for pedestrians. The landscaping must be developed to a much finer level of detail to show how spaces will be defined, alongside a realistic management strategy for maintaining the proposed spaces.
- The landscape plan should carefully consider and define how changes in surface materials and boundary treatments (such as low brick walls, railings and planting) can be used to clarify the nature of different space types for occupants and for visitors.
- The panel is particularly concerned about the lack of separation between vehicles and pedestrians. There should be clear demarcation, including areas for loading and unloading deliveries, to ensure that the site does not fill up with commercial vehicles, detracting from the landscaping.
- The panel suggests that vehicles should only be allowed into the site as far as the western corner of the commercial block, with a clear stop and a turning head here. The public realm beyond this point can then be more pedestrian friendly, including softer, greener landscaping for the residents.
- The panel understands that the scheme will be gated at night using an automatic timer. The project team should ensure that this strategy will not make it difficult for residents admitting visitors, or for commercial tenants who may not work standard hours, avoiding complicated management arrangements.

Plant room building

- The panel is not convinced by the circular plant room building (drum) in the centre of the public realm. Although the development will be gated at night, its location and design allow for unobserved loitering.
- This could enable antisocial behaviour and encourage people to try to break into the nearby cycle store. If the drum was removed, both the external route to the cycle store and to the residential Block A entrance from the northwest would be better overlooked.
- While the move to create seating around the base of the drum is well-intentioned, the panel does not think that is a good place to encourage people to spend time. It could create tension with the residents of the ground floor flat opposite, whose living room is in close proximity.
- Due to the possibility of unobserved loitering immediately behind, the panel does not think it appropriate to have play space next to the drum. However, if it were to be removed, the area could accommodate a larger, more pleasant play space that would be overlooked, south-facing, and easier to manage.



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- For all the reasons above, the panel recommends that the drum is removed and that the plant room servicing needs are incorporated within the other blocks. This will likely result in a small loss of commercial space but will create a much more successful public realm.

Architecture

- The architecture appears generic and lacking in character. The panel understands that this aspect of the design is ongoing, but asks for further work to make the scheme more distinctive as part of the next stage of development.
- The project team is right to focus its main efforts on the more visible elevations facing the public route through the site. However, the southeast-facing elevations are also important as these will be visible to the existing residents of Homsey Park Road from their rear windows.
- The project team should rework these elevations before public consultation to ensure that existing residents are offered a better view, especially considering the proximity of some homes to this scheme.
- At present, the southeast façades look largely blank because of the slit-like windows. These may be windows to bathrooms and kitchens and may be narrow to mitigate overheating. However, whether or not they can be enlarged, the elevational treatment should bring more interest and animation.
- The panel suggests introducing some articulation of the façades through materiality and decorative brickwork or sills. The project team could take cues from the emerging nearby St Williams development, which uses high quality bricks and has robust detailing.
- It should also consider a contemporary interpretation of the late Edwardian and early Victorian architecture of the surrounding context. This uses contrasting materials to create three-dimensionality and lightness.

Servicing

- The panel would like assurances that the servicing strategy will be developed in detail, ensuring servicing is well managed and does not detract from the public realm and private outdoor amenity spaces.
- The project team is encouraged to engage with highways and transport officers as soon as possible to ensure that the servicing strategy will be supported and deliverable.
- The removal of bins lining the access road is a welcome improvement to the entrance. The consolidated bin store should be carefully designed to create an attractive elevation, as it will be visible to all entering the site.



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Commercial space

- The panel recommends careful consideration of the type of commercial activity this site should accommodate. Tenants who do not require many deliveries would be preferable, to minimise impact on the public realm.
- The panel advises increasing the internal floor-to-ceiling height of the commercial units. This will create a greater sense of presence and will make them more flexible and attractive to a wider variety of tenants.
- More generous head height may encourage artists or makers to the site. The frontages could also be designed as shopfronts with opportunities for spill-out, activating the public realm. However, this should be balanced with overheating, especially for the south-facing unit.

Inclusive and accessible design

- The revision to allow for a wider pedestrian pavement to one side of the public realm entrance route is welcomed. This is more inclusive than narrower pavements on both sides.
- The safety and security of the public realm requires interrogation once the landscape design has been settled. The panel suggests that public areas should be well lit, but with lighting that it is not too bright for residents at night.

Next steps

The panel is confident that the issues outlined in this report can be resolved in consultation with planning officers. 157-159 Homsey Park Road does not need to return for another design review.

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Report for:	Planning Sub Committee Date: 15th January 2024	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Robbie McNaugher		
Lead Officer:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2021 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that



members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
109 Fortis Green, N2 HGY/2021/2151	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
573-575 Lordship Lane, N22 HGY/2022/0011	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	John Kaimakamis	John McRory
15-19 Garman Road, N17 HGY/2022/0081	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Full Planning Application).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Kwaku Bossman-Gyamera	Tania Skelli / Kevin Tohill
44 Hampstead Lane, N6	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front	Members resolved to grant planning permission subject to the signing of legal agreement.	Samuel Uff	John McRory

HGY/2022/2731	lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works.	Negotiations on legal agreement are ongoing.		
30-36, Clarendon Road N8 HGY/2022/3846	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping	Members resolved to grant planning permission subject to the signing of legal agreement Negotiations on legal agreement are ongoing. Once agreed in draft the stage 2 referral will be sent to The Mayor of London	Valerie Okeiyi	John McRory
Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Philip Elliott	John McRory

<p>HGY/2022/0563</p>	<p>service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.</p>			
<p>Berol Quarter Berol Yard, Ashley Road, N17</p> <p>HGY/2023/0261</p>	<p><u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero.</p> <p><u>2 Berol Yard</u> 2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>Civic Centre, High Road, Wood Green, London, N22</p> <p>HGY/2023/1043</p>	<p>Redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure) comprising of Class E floorspace; 2 x two storey links; creation of central courtyard; parking and landscaping; and refurbishment and external alterations of the existing Civic Centre and offices, including alterations to</p>	<p>Members resolved to grant planning permission subject to the signing of legal letter.</p>	<p>Samuel Uff</p>	<p>John McRory</p>

	entrance facade and fenestration; and associated works (Listed Building Consent Ref: HGY/2023/1044)			
Tottenham Hotspur Stadium, 748 High Road, Tottenham - NDP Hotel, N17 HGY/2023/2137	S.73 Minor Material Amendment to add 27m height, reconfigure footprint and internal layout.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Samuel Uff	John McRory
Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17 HGY/2023/2306	Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. Submitted alongside HGY/2023/2307 – Application for Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				

<p>Former Clarendon Gasworks, Mary Neuner Road, N8</p> <p>HGY/ 2023/2357</p>	<p>Reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117</p>	<p>Application submitted and under assessment.</p> <p>Application to be reported to Members – 15th January 2024 Planning Sub Committee</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>Down Lane Recreation Ground, Park View Road, London N17</p> <p>HGY/2023/3058</p>	<p>Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children’s play area, access routes, entrances and associated soft and hard landscaping.</p>	<p>Application submitted and under assessment.</p> <p>Application to be reported to Members – 15th January 2024 Planning Sub Committee</p>	<p>Zara Seelig</p>	<p>Tania Skelli</p>
<p>St Anns General Hospital, St Anns Road, London, N15 3TH</p>	<p>Reserved matters application (RMA) for Phases 1b and 2 of hybrid application ref. HGY/2022/1833.</p>	<p>Application submitted and under assessment.</p>	<p>John Kaimakamis</p>	<p>John McRory</p>
<p>Former Car Wash, Land on the East Side of Broad Lane, London N15</p> <p>HGY/2023/0464</p>	<p>Construction of a new office block, including covered bin and cycle stores.</p>	<p>Application submitted and under assessment.</p>	<p>Sarah Madondo</p>	<p>Tania Skelli / Kevin Tohill</p>

27-31 Garman Road, London HGY/2023/0894	Erection of two replacement units designed to match the original units following fire damage and demolition of the original units	Application submitted and under assessment.	Sarah Madondo	Tania Skelli
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4320	Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units.	Application submitted and under assessment.	Gareth Prosser	John McRory
The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10 HGY/2023/0733	Redevelopment of site including conversion of existing pavilion into 1.no residential dwelling and erection of 8.no residential dwellings, associated landscaping and cycle storage	Application submitted and under assessment.	Josh Parker	Matthew Gunning
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315	1.Dyne House & Island Site 2. Richards Music Centre (RMC)	Applications submitted and under assessment.	Tania Skelli	John McRory

HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields			
Berol Yard, Ashley Road, London, N17 HGY/2023/0241	Section 73 application for minor material amendments	Application submitted and under assessment.	Philip Elliott	John McRory
Berol Yard, Ashley Road, London, N17 HGY/2023/2505	Section 73 application for minor material amendments to the permitted scheme at Berol Yard, Ashley Road, London, N17 9LJ (planning permission ref: HGY/2017/2044). This application seeks to amend Condition 7 (Approved Drawings) and Condition 13 (Land use (Retail)) to allow for the ground floor commercial space and associated mezzanine at 1 Berol Yard (now named The Gessner) to become Use Class E flexible commercial space.	Application submitted and under assessment.	Philip Elliott	John McRory
Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 HGY/2022/4310	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children’s play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory

<p>Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4</p> <p>HGY/2023/0570</p>	<p>Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</p> <p>HGY/2023/0728</p>	<p>Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>26 Lynton Road, N8</p> <p>HGY/2023/0218</p>	<p>Demolition of existing building and erection of a new part four part five storey building to create a high quality, mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)</p>	<p>Invalid</p>	<p>Gareth Prosser</p>	<p>John McRory</p>

<p>Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22</p> <p>HGY/2023/2436</p>	<p>S.73 application to amend affordable housing tenure to London Affordable Rent.</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>Tottenham Hale Station, London Underground Ltd, Station Road, London N17</p> <p>HGY/2023/3078</p>	<p>Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.</p>	<p>Application submitted and under assessment.</p>	<p>Nathan Keyte</p>	<p>John McRory</p>
<p>1-6 Crescent Mews, London N22 7GG</p> <p>HGY/2023/1620</p>	<p>Revised application for demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 4 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>

	access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units			
Braemar Avenue Baptist Church, Braemar Avenue, Wood Green, London, N22 7BY HGY/2023/3192	Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.	Recently received and undergoing validation	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS				
Timber merchants, 289-295 High Road, Wood Green, London, N22	Demolition of existing buildings and erection of six storey building and mews building to rear. Commercial units (Use Class E); and erection of 43 flats	Pre-application Meeting held on 20 th October 2023	Samuel Uff	John McRory
Tottenham Green Campus (now known as Capital City College Group, Tottenham Centre) N15	New Construction and Engineering Centre, extending to 3,300 sq. m	Third pre-application Meeting to take place 7 th December 2023. QRP undertaken and follow up QRP Chair's review earmarked for January 24.	John Kaimakamis	John McRory
157-159 Hornsey Park Road, N8	Redevelopment of the site to provide 32 residential units and 193 sqm of commercial	PPA in place with ongoing meetings	Valerie Okeiyi	John McRory

	floorspace with associated disabled parking, landscaping and access			
505-511 Archway Road, N6	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Mixed-use development including commercial floorspace (town centre use), purpose-built student accommodation and associated amenity space, shared ownership homes, social rent homes, and an urban green space, including a north-south pedestrian and cycle connection through the site.	PPA in place with ongoing meetings	Valerie Okeiyi	John McRory
30-48 Lawrence Road, N15	83 residential units and workspace	PPA in place with ongoing meetings	Gareth Prosser	John McRory
13 Bedford Road, N22	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level.	2 nd pre-application submitted.	Valerie Okeiyi	John McRory
Lock Keepers Cottages, Ferry Lane, Tottenham, London, N17 9NE	Erection of a part twenty and part twenty-five storey building containing seventy-seven apartments above a café and office following demolition of the existing buildings.	Follow up pre-application being arranged	John Kaimakamis	John McRory
50 Tottenham Lane, Hornsey, N8 Council Housing led project	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning

Sir Frederick Messer Estate, South Tottenham, N15 Council Housing led project	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings and QRP held. Discussions ongoing.	TBC	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	Zara Seelig	Tania Skelli
Arundel Court and Baldewyne Court, Lansdowne Road, N17 Council Housing led project	Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Tania Skelli
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Tania Skelli	John McRory
25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory

Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Agreed PPA – Submission date unknown.	Phil Elliott	John McRory
142-147 Station Road, N22	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	Tania Skelli	John McRory
(Part Site Allocation SA49) Lynton Road, N8	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
139 - 143 Crouch Hill, N8	Demolition of existing Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement	3 pre-app meetings held. Meeting was held on 20 Feb 2023. A further meeting has been requested but not yet confirmed.	Samuel Uff	John McRory
Parma House Clarendon Road (Off Coburg Road), N22	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
36-38 Turnpike Lane, N8	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres). (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory

679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Major Application Appeals				
None at present				

Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Full planning permission	HGY/2023/2369	Approve with Conditions	30/11/2023	Flat A, 233 Alexandra Park Road, Wood Green, London, N22 7BJ	Erection of single storey side and rear extension with internal courtyard (with the mono pitch roof being at approximately 2.65m at the eaves along the property boundary). Increase depth of existing lower ground floor and push out to create a bathroom and utility.	Zara Seelig
Alexandra Park	Householder planning permission	HGY/2023/2592	Approve with Conditions	20/12/2023	15 Rosebery Road, Hornsey, London, N10 2LE	Partial removal of a rear chimney to below eaves. (AMENDED DESCRIPTION)	Mark Chan
Alexandra Park	Full planning permission	HGY/2023/2642	Approve with Conditions	12/12/2023	Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ	Erection of three-storey side extension to provide additional sixth form accommodation (Use Class F1) including access, landscaping, biodiversity enhancements, drainage, cycle parking, renewable energy and sustainability measures.	Cameron Sturges
Alexandra Park	Householder planning permission	HGY/2023/2689	Approve with Conditions	30/11/2023	86 Muswell Road, Hornsey, London, N10 2BE	Installation of external air conditioning unit (AMENDED DESCRIPTION).	Cameron Sturges
Alexandra Park	Householder planning permission	HGY/2023/2730	Approve with Conditions	15/12/2023	4 Parham Way, Hornsey, London, N10 2AT	Replacement of existing timber windows with aluminium windows.	Cameron Sturges
Alexandra Park	Lawful development: Proposed use	HGY/2023/2847	Permitted Development	04/12/2023	6 Clifton Road, Wood Green, London, N22 7XN	Hip to gable roof extension, rear dormer and front roof lights (Certificate of Lawfulness)	Emily Whittredge
Alexandra Park	Lawful development: Proposed use	HGY/2023/3274	Permitted Development	20/12/2023	17 Clifton Road, Wood Green, London, N22 7XN	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion	Laina Levassor
Bounds Green	Householder planning permission	HGY/2023/2282	Approve with Conditions	28/11/2023	Flat A, 30 Marlborough Road, Wood Green, London, N22 8NB	Renewal of previous permission for a single storey rear extension and single storey infill extension.	Daniel Boama
Bounds Green	Householder planning permission	HGY/2023/2521	Approve with Conditions	01/12/2023	80 Whittington Road, Wood Green, London, N22 8YG	Erection of a Loft Conversion, including the formation of dormer roof extensions to the main roof and to the outrigger roof and the installation of three rooflights to the front slope	Sabelle Adjagboni
Bounds Green	Lawful development: Proposed use	HGY/2023/2632	Permitted Development	05/12/2023	158 Woodfield Way, Wood Green, London, N11 2NU	Certificate of Lawfulness proposed use: Proposed Garden Room and Porch	Sabelle Adjagboni
Bounds Green	Householder planning permission	HGY/2023/2672	Approve with Conditions	30/11/2023	97A Chilton Court, Truro Road, Wood Green, London, N22 8DH	Loft conversion with the erection of 1no. rear dormer, 1no. side dormer, and 1no. side slope rooflight.	Daniel Boama
Bounds Green	Full planning permission	HGY/2023/2728	Approve with Conditions	20/12/2023	48 Marlborough Road, Wood Green, London, N22 8NN	Erection of hip to gable and rear dormer roof extension, ground floor extension and conversion of dwelling into 1 x 3-bed flat and 1 x 2-bed flat	Zara Seelig
Bounds Green	Lawful development: Proposed use	HGY/2023/2793	Permitted Development	12/12/2023	25 Woodfield Way, Wood Green, London, N11 2NP	Certificate of Lawfulness for the formation of rear dormer roof extension under Schedule 1: Class B and C	Oskar Gregersen
Bounds Green	Full planning permission	HGY/2023/2951	Refuse	22/12/2023	Dental Practice, 4 Maidstone Road, Wood Green, London, N11 2TP	Proposed change of use current ground floor Dental Surgery (Use class E) back to Use Class C3 residential, with re-modelling to provide additional two self-contained flats. Alterations to the rear elevation to provide internal terrace for the existing first floor flats.	Kwaku Bossman-Gyamerah

Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2794	Not Required	28/11/2023	25 Woodfield Way, Wood Green, London, N11 2NP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.98m and for which the height of the eaves would be 2.98m	Oskar Gregersen
Bruce Castle	Full planning permission	HGY/2023/2822	Refuse	14/12/2023	Harvest Lodge, 7 Orchard Place, Tottenham, London, N17 8BG	Erection of two-storey 2 bedroom pair of semi-detached dwellings at rear of site.	Kwaku Bossman-Gyamera
Bruce Castle	Listed building consent (Alt/Ext)	HGY/2023/2828	Approve with Conditions	15/12/2023	Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU	Approval for the asbestos removal works, following discoveries of asbestos based materials during the initial enabling and investigation works at Bruce Castle Museum.	Zara Seelig
Bruce Castle	Non-Material Amendment	HGY/2023/1567	Approve	06/12/2023	639 High Road N17 8AA	Non-material amendment following a grant of planning permission ref. HGY/2021/2202 for internal and external refurbishment of Grade II listed property; namely for a rationalisation and reduction of MEP services with addition of safety railings to rear roof, changes to internal seating, internal double doors and lighting.	Emily Whittredge
Bruce Castle	Non-Material Amendment	HGY/2023/2924	Approve	27/11/2023	Flat B, 318 Mount Pleasant Road, Tottenham, London, N17 6HA	Non-Material Amendment to approved planning reference HGY/2022/3989 to allow the repositioning of the bathroom/WC to Flat B.	Sarah Madondo
Crouch End	Householder planning permission	HGY/2022/4227	Approve with Conditions	30/11/2023	40 Park Road, Hornsey, London, N8 8TD	Proposed first floor rear extension.	Mark Chan
Crouch End	Outline planning permission: Some matters reserved	HGY/2023/2299	Approve with Conditions	05/12/2023	Highgate Cricket And Lawn Tennis Club, Crouch End Playing Fields, Park Road, Hornsey, London, N8 8JP	Resurfacing and extension of tennis courts including change of use from garden to sports use, provision of floodlights, redevelopment of clubhouse and associated works	Cameron Sturges
Crouch End	Full planning permission	HGY/2023/2363	Approve with Conditions	14/12/2023	Flat A, 34 Avenue Road, Hornsey, London, N6 5DW	Alterations and replacements to windows/doors at lower ground floor level on front and rear facades with double glazed timber windows/ doors; re-landscaping front garden including new stairs; alterations to door and fenestration on side façade; widening of front light well; basement works; and accessory works (amended description).	Nathan Keyte
Crouch End	Householder planning permission	HGY/2023/2379	Approve with Conditions	27/11/2023	181 Park Road, Hornsey, London, N8 8JJ	Alteration of existing rear outrigger roof to form first floor roof terrace	Sabelle Adjagboni
Crouch End	Householder planning permission	HGY/2023/2545	Approve with Conditions	27/11/2023	32 Glasslyn Road, Hornsey, London, N8 8RH	Replacement of existing single glazed timber sash windows with double glazed timber sash windows and installation of 1no. external AC units (AMENDED PLANS).	Cameron Sturges
Crouch End	Full planning permission	HGY/2023/2664	Approve with Conditions	28/11/2023	6 Glasslyn Road, Hornsey, London, N8 8RH	Conversion of 1x1 bedroom and 1x2 bedroom flats to a single dwelling	Nathan Keyte
Crouch End	Householder planning permission	HGY/2023/2680	Approve with Conditions	01/12/2023	9 View Crescent, Hornsey, London, N8 8RW	Conversion of 2 garages to additional living space ancillary to main house.	Josh Parker
Crouch End	Full planning permission	HGY/2023/2715	Approve with Conditions	29/11/2023	Flat A, 39 Weston Park, Hornsey, London, N8 9SY	Erection of a single storey rear extension	Laina Levassor

Crouch End	Householder planning permission	HGY/2023/2716	Approve with Conditions	06/12/2023	27 Lynton Road, Hornsey, London, N8 8SR	Loft conversion to include rear facing dormer with juliette balcony; 2 x conservation style rooflights to front roof; new double doors to front elevation; and other associated changes.	Nathan Keyte
Crouch End	Householder planning permission	HGY/2023/2842	Approve with Conditions	21/12/2023	35 Glasslyn Road, Hornsey, London, N8 8RJ	Rear dormer extension and 3no rooflights to the existing front pitched roof	Ben Coffie
Crouch End	Householder planning permission	HGY/2023/2843	Approve with Conditions	21/12/2023	35 Glasslyn Road, Hornsey, London, N8 8RJ	Erection of rear ground floor extension, enlargement of basement, front lightwell and new front and rear windows	Ben Coffie
Crouch End	Householder planning permission	HGY/2023/2849	Refuse	18/12/2023	199 Ferme Park Road, Hornsey, London, N8 9BS	Replacement of timber framed windows with white uPVC framed windows.	Mercy Oruwari
Crouch End	Full planning permission	HGY/2023/2903	Approve with Conditions	07/12/2023	Flat A, 39 Weston Park, Hornsey, London, N8 9SY	Construction of outbuilding in rear garden	Laina Levassor
Crouch End	Removal/variation of conditions	HGY/2023/3028	Approve with Conditions	20/12/2023	69 Shepherds Hill, Hornsey, London, N6 5RE	Variation of Condition 2 attached to planning permission HGY/2022/0908 to change the master bedroom window at the rear of the building to an inward opening French door with a glass balustrade/ Juliet balcony.	Roland Sheldon
Crouch End	Approval of details reserved by a condition	HGY/2023/1512	Approve	14/12/2023	Broadway Annexe, Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ	Approval of details reserved by a condition 15 (Heritage Management Plan) of Listed Building Consent for the annexe building permission HGY/2017/2223	Samuel Uff
Crouch End	Approval of details reserved by a condition	HGY/2023/1638	Approve	04/12/2023	155 Tottenham Lane, Hornsey, London, N8 9BT	Approval of details pursuant to condition 6 (CMS) attached to planning permission HGY/2021/2630	Nathan Keyte
Crouch End	Approval of details reserved by a condition	HGY/2023/1941	Approve	29/11/2023	Petrol Filling Station, Garage, 93-113 Park Road, Hornsey, London, N8 8JN	Following the granting of permission for HGY/2022/1250 the applicant has now provided sufficient information for the purposes of discharging conditions 3, 4 & 5.	Josh Parker
Fortis Green	Householder planning permission	HGY/2023/1160	Approve with Conditions	28/11/2023	22 Colney Hatch Lane, Hornsey, London, N10 1DU	Erection of a single storey outbuilding in the rear garden (summerhouse).	Mercy Oruwari
Fortis Green	Householder planning permission	HGY/2023/2553	Approve with Conditions	29/11/2023	19 Collingwood Avenue, Hornsey, London, N10 3EH	Erection of rear outbuilding.	Cameron Sturges
Fortis Green	Removal/variation of conditions	HGY/2023/2606	Approve with Conditions	29/11/2023	62 Tetherdown, Hornsey, London, N10 1NG	Variation of condition 2 (approved plans) attached to planning permission ref. HGY/2022/1315 to amend the approved plans to remove first floor rear bathroom window; increase of tiling to rear façade; increase the height of the rear extension; update adjoining ground levels shown on the plans.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2023/2666	Approve with Conditions	20/12/2023	145 Muswell Avenue, Hornsey, London, N10 2EN	Replace six front upvc casement windows with double glazed half sash white woodgrain uPVC windows.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2023/2814	Approve with Conditions	12/12/2023	121 Coppetts Road, Hornsey, London, N10 1JL	Demolition of the existing conservatory to be replaced with a single storey rear extension at ground floor level	Ben Coffie

Fortis Green	Full planning permission	HGY/2023/2817	Approve with Conditions	14/12/2023	41 Leaside Avenue, Hornsey, London, N10 3BT	Demolition of existing rear extension, erection of replacement single-storey rear extension, erection of a rear dormer roof extension and roof alterations and installation of 3no. conservation-style rooflights to the front elevation. Replacement of existing windows and doors, new window to rear elevation, enclosure of secondary front porch with new window and deconversion of building from 2no. flats to single dwelling.	Cameron Sturges
Fortis Green	Householder planning permission	HGY/2023/2850	Approve with Conditions	04/12/2023	38 Great North Road, Hornsey, London, N6 4LU	Replacement of timber sash windows with double glazed uPVC units.	Cameron Sturges
Fortis Green	Householder planning permission	HGY/2023/2912	Approve with Conditions	11/12/2023	22 Fortismere Avenue, Hornsey, London, N10 3BL	Erection of 2no. dormers and installation of a rear rooflight and 2no. front rooflights, replacement of the roof and installation of solar panels on a dormer roof. (AMENDED DESCRIPTION)	Mark Chan
Fortis Green	Lawful development: Proposed use	HGY/2023/2913	Permitted Development	29/12/2023	14 Midhurst Avenue, Hornsey, London, N10 3EN	Certificate of Lawfulness proposed use: Insertion of a new sash window, French doors & a rooflight on ground floor rear elevation	Sabelle Adjagboni
Fortis Green	Householder planning permission	HGY/2023/2988	Approve with Conditions	04/12/2023	95 Barrenger Road, Hornsey, London, N10 1HU	Replacement and enlargement of existing white UPVC window frames to dark coloured aluminium clad timber window frames with triple glazing.	Cameron Sturges
Fortis Green	Listed building consent (Alt/Ext)	HGY/2023/3027	Approve with Conditions	20/12/2023	Flat 4, The Gables, Fortis Green, Hornsey, London, N10 3EA	Listed building consent for replacement windows	Laina Levassor
Fortis Green	Lawful development: Proposed use	HGY/2023/3105	Permitted Development	18/12/2023	49 Creighton Avenue, Hornsey, London, N10 1NR	Certificate of Lawfulness for proposed outbuilding to rear garden	Laina Levassor
Fortis Green	Lawful development: Proposed use	HGY/2023/3233	Approve	18/12/2023	141 Coppetts Road, Hornsey, London, N10 1JP	Certificate of Lawfulness for proposed rear dormer extension and associated front rooflights to facilitate loft conversion and the erection of a front porch	Laina Levassor
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2919	Not Required	11/12/2023	3 Osier Crescent, Hornsey, London, N10 1QQ	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Fortis Green	Approval of details reserved by a condition	HGY/2023/2066	Approve	01/12/2023	110 Colney Hatch Lane, Hornsey, London, N10 1EA	Approval of details pursuant to conditions 3 (materials) and 13 (construction management plan) attached to planning permission HGY/2022/4184	Eunice Huang
Fortis Green	Non-Material Amendment	HGY/2023/2952	Refuse	29/11/2023	Rutland House Surgery, Rutland House, 40 Colney Hatch Lane, Hornsey, London, N10 1DU	Non-material amendment following a grant of planning permission HGY/2020/2356. Amendment to remove the Class E use (doctors' surgery) on the basement and ground floor.	Ben Coffie
Harringay	Full planning permission	HGY/2023/1649	Approve with Conditions	14/12/2023	47 Endymion Road, Hornsey, London, N4 1EQ	Lower ground floor extension and extending existing loft sideways.	Josh Parker

Harringay	Full planning permission	HGY/2023/1781	Approve with Conditions	18/12/2023	Flat A, 73 Wightman Road, Hornsey, London, N4 1RJ	Erection of single storey extension to rear and side	Eunice Huang
Harringay	Consent under Tree Preservation Orders	HGY/2023/2486	Approve with Conditions	18/12/2023	26 Cavendish Road, Hornsey, London, N4 1RT	The tree in question is a mature Walnut tree located in my rear garden of 26 Cavendish Road, N4 1RT. It is identified as T.4 on TPO documentation obtained from the council (attached to this application) The tree is in very old age and has significant rot in the trunk. It does not produce much foliage at all and drop large branches in moderate wind, causing a danger to people and potentially property. Very low amenity value. I am requesting permission to have the tree professionally felled and removed and replaced with a number of new and diverse trees (including mature Acer, Pine and Thuja varieties) which will be planted by a professional landscaping company. Attached is the proposed new garden layout plan contingent on the removal of the tree in question. For context also, the garden has a number of other existing mature trees which are in good condition and will be retained. So overall there are several mature and many smaller trees which will be retained (not subject to TPOs). As a result of the proposed work, the overall number of trees will increase.	Daniel Monk
Harringay	Householder planning permission	HGY/2023/2532	Approve with Conditions	30/11/2023	130 Allison Road, Hornsey, London, N8 0AS	Replacement of existing timber sash windows with thick profile double glazed uPVC units.	Sabelle Adjagboni
Harringay	Householder planning permission	HGY/2023/2693	Approve with Conditions	04/12/2023	42 Hewitt Road, Hornsey, London, N8 0BL	Demolition of existing conservatory and erection of single storey rear extension.	Sabelle Adjagboni
Harringay	Householder planning permission	HGY/2023/2706	Approve with Conditions	15/12/2023	108 Pemberton Road, Hornsey, London, N4 1BA	Ground floor infill extension, rear window enlargements and addition of rooflight	Eunice Huang
Harringay	Householder planning permission	HGY/2023/2725	Approve with Conditions	30/11/2023	70 Seymour Road, Hornsey, London, N8 0BE	Proposed ground floor side infill extension, removal of rear bay windows/doors and replacement with flush glazed sliding doors and timber cladding to ground floor rear elevation.	Ben Coffie
Harringay	Full planning permission	HGY/2023/2738	Refuse	06/12/2023	Coliseum, 10 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX	Installation of a free-standing communication hub with LCD advertisement display and defibrillator unit.	Kwaku Bossman-Gyamera
Harringay	Full planning permission	HGY/2023/2754	Refuse	21/12/2023	54 Wightman Road, Hornsey, London, N4 1RU	Change of use from shop & associated storage (Use Class E) to form 2 x self-contained 1 bedroom flats at lower ground floor and ground floor level and 1 x maisonette to rear lower ground floor and ground floor level (Use Class C3)	Laina Levassor
Harringay	Householder planning permission	HGY/2023/2812	Approve with Conditions	12/12/2023	First Floor Flat, 143 Effingham Road, Hornsey, London, N8 0AE	Rear L-shaped dormer with 2no. roof lights on front roof slope.	Nathan Keyte

Harringay	Householder planning permission	HGY/2023/2836	Approve with Conditions	14/12/2023	73 Duckett Road, Hornsey, London, N4 1BL	Erection of a single storey ground floor side infill extension	Ben Coffie
Harringay	Householder planning permission	HGY/2023/2960	Approve with Conditions	15/12/2023	127 Lothair Road North, Hornsey, London, N4 1ER	Erection of single storey rear side infill extension	Zara Seelig
Harringay	Lawful development: Existing use	HGY/2023/3174	Approve	04/12/2023	104 Wightman Road, Hornsey, London, N4 1RN	Certificate of lawfulness Exiting Use: Continued use of 104 Wightman Road as 7 self-contained flats.	Oskar Gregersen
Harringay	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2023/2670	Not Required	30/11/2023	469 Green Lanes, Hornsey, London, N4 1AJ	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Oskar Gregersen
Harringay	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2840	Not Required	01/12/2023	73 Duckett Road, Hornsey, London, N4 1BL	Erection of single storey extension which extends beyond the rear wall of the original house by 5.2m, for which the maximum height would be 2.8m and for which the height of the eaves would be 2.6m	Oskar Gregersen
Harringay	Prior notification: Development by telecoms operators	HGY/2023/3345	Permitted Development	18/12/2023	Altitude Point, Hampden Road, Hornsey, London, N8 0EH	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises: removal and replacement of 3no antennas and 1no equipment rack with associated ancillary works thereto.	Kwaku Bossman-Gyamena
Harringay	Approval of details reserved by a condition	HGY/2023/2865	Approve	19/12/2023	Queens Head, 677 Green Lanes, Hornsey, London, N8 0QY	Approval of details for condition 6 (Central dish/aerial system) of planning permission ref. HGY/2019/0671 granted on 9/12/2020 for the side / rear extension to existing building and conversion of upper floors, including roofspace to create 9 x residential units comprising 2 x 1 bed; 6 x 2 bed & 1 x 3 bed units	Oskar Gregersen
Hermitage & Gardens	Full planning permission	HGY/2023/1773	Approve with Conditions	22/12/2023	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Erection of a temporary Sales & Marketing Suite that allows flexible space for sales, exhibitions, offices, storage and events in connection with the marketing of residential development at St Ann's New Neighbourhood, together with parking, soft landscaping & ancillary works	John McRory
Hermitage & Gardens	Lawful development: Proposed use	HGY/2023/2902	Refuse	21/12/2023	56 Hermitage Road, Tottenham, London, N4 1LY	Certificate of Lawfulness Schedule 1 Class B and C for the formation of a rear dormer roof extension and installation of roof lights.	Oskar Gregersen

Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2395	Approve	22/12/2023	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Condition 23 (Source Protection Strategy) and Condition 49 (a)&(b) (Archaeology) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	John Kaimakamis
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2778	Approve	06/12/2023	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Condition 18 (Monitoring and Maintenance Plan ? Contamination) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	John Kaimakamis
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2866	Approve	18/12/2023	108 Vale Road, London N4 1TD	Approval of details reserved by a condition 18(Secured by Design) attached to planning reference HGY/2022/0044	Sarah Madondo
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2880	Approve	07/12/2023	Land adjoining Remington Road and Pulford Road, London N15	Approval of details pursuant to condition 9 (Unexpected contamination) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.	Tania Skelli
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2931	Approve	18/12/2023	108 Vale Road, London N4 1TD	Approval of details reserved by a condition 5a (Samples of materials) attached to planning permission HGY/2022/0044	Sarah Madondo
Hermitage & Gardens	Non-Material Amendment	HGY/2023/3121	Approve with Conditions	18/12/2023	Kay House, 26A Hermitage Road, Tottenham, London, N4 1LY	Non-Material Amendment to planning permission HGY/2018/3749 seeking amendments to Condition 2 (Approved Plans), to agree changes to the front elevation in terms of materials and detailing.	Matthew Gunning

Highgate	Listed building consent (Alt/Ext)	HGY/2021/2319	Not Determined	04/12/2023	26, Highgate High Street, London, N6 5JG	Listed Building Consent for: Internal and external restoration and refurbishment works including rear roof refurbishment works including replacement of felt roof on rear extension with GRP membrane and repair to existing roof structure and roof tiles, Replacement roof lights, New rolled lead to shopfront roof, Replacement of shopfront roller security grille shutter, Refurbishment of shopfront and entrance door and step, Restoration and renovation of front façade, Repair and redecoration of existing front timber sash windows; Replacement rear single glazed timber sash windows to match existing, with removal of grilles; Internal repair, restoration and redecoration works as outlined in submitted drawings and documentation.	Matthew Gunning
Highgate	Householder planning permission	HGY/2023/2248	Approve with Conditions	06/12/2023	37 Stormont Road, Hornsey, London, N6 4NR	Extension and internal alterations to existing detached house, comprising of a loft conversion, extension at rear ground floor, erection of new single storey garden structure, outdoor swimming pool and associated landscaping including the replacement of 5 existing trees, provision of new dormers to front and rear roof slopes and a new porch.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2023/2252	Approve with Conditions	12/12/2023	17 Priory Gardens, Hornsey, London, N6 5QY	Ground and first floor extension to rear of property and remodelling of garage and garden space.	Josh Parker
Highgate	Householder planning permission	HGY/2023/2679	Approve with Conditions	30/11/2023	2 Cromer House, 2 The Park, Hornsey, London, N6 4JJ	Alterations to existing garage and formation of new access stairs at rear.	Cameron Sturges
Highgate	Householder planning permission	HGY/2023/2681	Approve with Conditions	30/11/2023	2 Cromer House, 2 The Park, Hornsey, London, N6 4JJ	Alterations to rear balcony and formation of new rear door.	Cameron Sturges
Highgate	Full planning permission	HGY/2023/2691	Refuse	08/12/2023	29 Milton Park, Hornsey, London, N6 5QB	Demolition of existing side extension of 29 Milton Park and erection of a new dwelling with a basement.	Eunice Huang
Highgate	Listed building consent (Alt/Ext)	HGY/2023/2708	Approve with Conditions	04/12/2023	1 Park House Passage, Hornsey, London, N6 4BY	Listed Building Consent for proposed removal of partition wall between existing reception room and bedroom on the ground floor of 1 Park House Passage and partition wall between two bedrooms on the first floor to create one larger bedroom.	Ben Coffie
Highgate	Householder planning permission	HGY/2023/2823	Approve with Conditions	19/12/2023	Flat 5, 46 Stanhope Road, Hornsey, London, N6 5AJ	Installation of a rear facing second floor terrace with glass balustrade and screening	Roland Sheldon
Highgate	Householder planning permission	HGY/2023/2848	Approve with Conditions	18/12/2023	Wren View, Hornsey Lane, Hornsey, London, N6 5LH	Replacement of front facing windows. This would include the lounge and bedroom windows of flats 7, 10 and 13. Also the kitchen and lounge windows of flat 12.	Mercy Oruwari

Highgate	Householder planning permission	HGY/2023/2890	Refuse	21/12/2023	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Erection of a boundary wall following demolition of an existing boundary wall	Oskar Gregersen
Highgate	Lawful development: Proposed use	HGY/2023/2918	Permitted Development	05/12/2023	2 Tile Kiln Studios, 1 Winchester Road, Hornsey, London, N6 5HW	Formation of access pathway and gate (certificate of lawfulness for a proposed use)	Zara Seelig
Highgate	Householder planning permission	HGY/2023/2961	Approve with Conditions	15/12/2023	43 Langdon Park Road, Hornsey, London, N6 5PT	Erection of single storey rear extension to replace existing	Laina Levassor
Highgate	Householder planning permission	HGY/2023/2973	Approve with Conditions	15/12/2023	21 Parklands, Cholmeley Park, Hornsey, London, N6 5FE	Replacement of existing metal framed conservatory roof glazing and timber framed conservatory windows and doors with PPC metal framed TGU (triple glazed) roof glazing, windows and doors.	Nathan Keyte
Highgate	Full planning permission	HGY/2023/2975	Approve with Conditions	18/12/2023	36 Cholmeley Park, Hornsey, London, N6 5ER	Amalgamation of two flats into a single dwelling. Reinstatement of the original entrance arrangement.	Zara Seelig
Highgate	Lawful development: Proposed use	HGY/2023/3201	Permitted Development	04/12/2023	12 Bancroft Avenue, Hornsey, London, N2 0AS	Certificate of Lawfulness for proposed outbuilding to rear garden	Laina Levassor
Highgate	Consent under Tree Preservation Orders	HGY/2023/0225	Refuse	18/12/2023	7 Broadlands Close, Hornsey, London, N6 4AF	Works to tree protected by a Tree Preservation Order It is proposed to remove Scots Pine T1 (see attached statement for reasons). To mitigate, it is proposed to plant a standard-sized Silver Birch within the front corner of the front garden (or the existing front garden Yew tree could be considered the replacement tree).	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/2557	Approve	28/11/2023	31 Priory Gardens, Hornsey, London, N6 5QU	Approval of details pursuant to conditions 3 (window/door details) and 4 (external materials) attached to planning permission HGY/2023/0845.	Ben Coffie
Highgate	Consent under Tree Preservation Orders	HGY/2023/2685	Approve with Conditions	18/12/2023	The Villa, Courtenay Avenue, Hornsey, London, N6 4LP	Works to trees protected by an Area TPO. T1- Beech tree in garden of Ridgemount- (18m)-prune back lowest branch over garden of The Villa by approximately 2.5 metres (proposed amount of pruning to T1 reduced following receipt of amendment to application, 23.10.2023) T2 and T3- Catoniasta trees- (5m) reduce height by approximately 2m and shape sides.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/2719	Approve	19/12/2023	42 Bancroft Avenue, Hornsey, London, N2 0AS	Approval of details pursuant to condition 3 (materials), 6 (carbon offset payment), and 10 (green roof details) attached to planning permission HGY/2022/1115.	Nathan Keyte
Highgate	Approval of details reserved by a condition	HGY/2023/2734	Approve	20/12/2023	The Bank, Highgate Hill, London, N6	Approval of details for condition 3 (Materials) of listed building consent ref: HGY/2022/2801 granted on 8th September 2022 for the repair of The Bank retaining wall on Highgate Hill, including structural repairs and replacement of railings	Mark Chan

Highgate	Consent under Tree Preservation Orders	HGY/2023/2777	Refuse	18/12/2023	37 Southwood Avenue, Hornsey, London, N6 5SA	Works to tree protected by a TPO. Front Garden: Monkey Puzzle (12M high, 450mm dia.) - Reduce crown away from front bay window to give 1 to 2 metres clearance and balance the remainder of the crown sensitively by up to 1 to 2 metres. Raise canopy on roadside to level. Remove all dead branches.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/2826	Approve with Conditions	18/12/2023	16 Southwood Lawn Road, Hornsey, London, N6 5SF	Works to tree protected by a TPO. T1 - Oak tree (10m) - reduce crown to previous pruning points, approximately 2m reduction. (The remaining tree works detailed on the application form are being considered under Section 211 Notice ref. HGY/2023/2827, as the other listed trees are within a Conservation Area but not protected by TPOs)	Daniel Monk
Highgate	Non-Material Amendment	HGY/2023/2998	Approve	06/12/2023	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Non-Material Amendment to approved development HGY/2019/2944 (Demolition of existing house and erection of replacement dwelling and associated works.) for lower ground floor window reconfiguration to the rear elevation; Minor increase in basement excavation under west side ramp; and Rear external staircase reconfiguration.	Oskar Gregersen
Hornsey	Full planning permission	HGY/2023/0696	Refuse	20/12/2023	77 Tottenham Lane, Hornsey, London, N8 9BE	Conversion of existing ground floor one bedroom flat (former retail unit) into two separate self-contained one-bedroom units (retrospective application).	Laina Levassor
Hornsey	Householder planning permission	HGY/2023/2546	Approve with Conditions	18/12/2023	74 Rathcoole Gardens, Hornsey, London, N8 9NB	Erection of a single storey rear and side infill extension. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Householder planning permission	HGY/2023/2602	Approve with Conditions	22/12/2023	60 Tottenham Lane, Hornsey, London, N8 7EE	Erection of rear outbuilding	Cameron Sturges
Hornsey	Full planning permission	HGY/2023/2768	Approve with Conditions	13/12/2023	First Floor Flat, 24 Harvey Road, Hornsey, London, N8 9PA	Formation of a roof terrace 1.5m deep with a hardwood balustrade a minimum of 1.8m in height along all sides. (Submission following pre-application advice given)	Oskar Gregersen
Hornsey	Householder planning permission	HGY/2023/2861	Approve with Conditions	21/12/2023	Flat A, 23 Montague Road, Hornsey, London, N8 9PJ	Erection of rear dormer	Roland Sheldon
Hornsey	Full planning permission	HGY/2023/2884	Refuse	20/12/2023	34 High Street, Hornsey, London, N8 7NX	Installation of shopfront incorporating roller shutter and the construction of a rear garden canopy extension	Ben Coffie
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2774	Not Required	27/11/2023	34 Rathcoole Gardens, Hornsey, London, N8 9NB	Erection of single storey extension which extends beyond the rear wall of the original house by 4.92m, for which the maximum height would be 3.8m and for which the height of the eaves would be 2.85m	Oskar Gregersen

Hornsey	Approval of details reserved by a condition	HGY/2023/2506	Approve	18/12/2023	46 Priory Road, Hornsey, London, N8 7EX	Approval of details pursuant to conditions 3 (Material) attached to planning permission ref: HGY/2022/2086	Mark Chan
Hornsey	Approval of details reserved by a condition	HGY/2023/2788	Approve	11/12/2023	41 Church Lane, Hornsey, London, N8 7BT	Approval of details pursuant to condition 3 (Construction Management Plan) and condition 5 (materials) attached to planning permission ref. HGY/2021/1972 for the construction of a single storey roof extension to create 2 x 1 bed flats granted on 1st September 2021.	Nathan Keyte
Hornsey	Approval of details reserved by a condition	HGY/2023/2940	Approve	21/12/2023	Land to the East of Cross Lane, London, N8	Approval of details pursuant to condition 3 (Cycle Parking) of planning permission reference HGY/2022/2457	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2023/2959	Approve	21/12/2023	Land to the East of Cross Lane, London, N8	Approval of details pursuant to condition 7 (Buggies/Prms/Scooters) of planning permission reference HGY/2022/2457	Valerie Okeiyi
Muswell Hill	Consent under Tree Preservation Orders	HGY/2022/2764	Refuse	18/12/2023	27, Dukes Avenue, London, N10 2PX	Plane (T5) - Fell. T5 & C1 are causing subsidence damage to the neighbouring property 2 Elms Avenue, Muswell Hill, London, N10 2JP. The tree works are proposed to stop the influence of the tree(s) on the soil below building foundation level and provide long term stability. Estimated costs of repair to the building are £55,000.00 if the influence of the tree(s) remain and £11,000.00 if the proposed tree works are allowed to proceed. Granting permission will limit these costs. In the event of a refusal we, or our clients, will seek to secure compensation for the additional costs incurred through Section 202(e). Should the tree/s remain the total cost of repairs will be the Superstructural repairs + Alternative method of repairs = £66,000.00. It is the expert opinion of both the case engineer and arboriculturalist that on the balance of probabilities the supporting information demonstrates the influence of the tree(s). Note: Further monitoring results may be submitted if these become available during the course of this application. (Works to Wisteria (C1) will be considered separately under a Section	Daniel Monk

Muswell Hill	Full planning permission	HGY/2022/4049	Approve with Conditions	13/12/2023	Muswell Hill ATE, Muswell Hill , London, N10 3AY	Proposed Upgrade Communication Installation consisting of: - Addition of 2No. new M-MIMO Antenna, 1No. to each of the existing 2No. Climbable Tripods - Addition of 1No. new M-MIMO Antenna to a new Climbable Tripod to be added on the SE corner of the roof. - Installation of ancillary and attaching apparatus as shown in drawings 166663-22-130 & 166663-22-180	Kwaku Bossman-Gyamara
Muswell Hill	Householder planning permission	HGY/2023/0425	Approve with Conditions	15/12/2023	23 Cranmore Way, Hornsey, London, N10 3TP	Erection of a brick shed in the front garden	Ben Coffie
Muswell Hill	Removal/variation of conditions	HGY/2023/1816	Approve with Conditions	01/12/2023	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Minor material amendment of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue; namely to provide flexibility for the Council to charge London Affordable Rent	Tania Skelli
Muswell Hill	Full planning permission	HGY/2023/2077	Approve with Conditions	12/12/2023	129 Muswell Hill Broadway, Hornsey, London, N10 3RS	Display of internally illuminated fascia sign and projecting sign to shop front	Laina Levassor
Muswell Hill	Householder planning permission	HGY/2023/2250	Approve with Conditions	30/11/2023	68 Etheldene Avenue, Hornsey, London, N10 3QB	Erection of rear dormer and front facing conservation style rooflights to facilitate loft conversion.	Eunice Huang
Muswell Hill	Householder planning permission	HGY/2023/2458	Approve with Conditions	14/12/2023	9 Leinster Road, Hornsey, London, N10 3AN	Single storey rear extension	Eunice Huang
Muswell Hill	Householder planning permission	HGY/2023/2804	Approve with Conditions	12/12/2023	20 Wood Vale, Hornsey, London, N10 3DP	Enlargement of new single storey rear extension, removal of existing rear extension, change of garage roller shutter to new wall with window in front elevation, changes to side elevation windows, and new landscaping to rear garden	Nathan Keyte
Muswell Hill	Householder planning permission	HGY/2023/2882	Refuse	20/12/2023	40 Cranley Gardens, Hornsey, London, N10 3AP	Erection of two storey side extension	Mercy Oruwari
Muswell Hill	Full planning permission	HGY/2023/2889	Approve with Conditions	19/12/2023	412 Muswell Hill Broadway, Hornsey, London, N10 1DJ	Installation of plant equipment, acoustic louvre fence and associated works to the rear service yard.	Eunice Huang
Muswell Hill	Non-Material Amendment	HGY/2023/2956	Refuse	15/12/2023	1 Muswell Mews, Hornsey, London, N10 2BF	Non-Material Amendment to planning application HGY/2021/1537 for a proposed roof terrace, change of material to front elevation and increase in height of the building by 35cms.	Cameron Sturges
Noel Park	Lawful development: Existing use	HGY/2023/0982	Refuse	30/11/2023	53 Park Ridings, Wood Green, London, N8 0LB	Certificate of lawfulness for the existing use of the loft as a self-contained flat	Sabelle Adjagboni

Noel Park	Householder planning permission	HGY/2023/1387	Approve with Conditions	04/12/2023	75 Gladstone Avenue, Wood Green, London, N22 6JY	Insertion of two rear roof lights	Sabelle Adjagboni
Noel Park	Full planning permission	HGY/2023/2658	Refuse	29/11/2023	Shop, 3 Salisbury Road, Wood Green, London, N22 6NL	Erection of a single storey rear conservatory with fixed shut windows and surrounding 1.8m high boundary brick wall. (AMENDED DESCRIPTION)	Daniel Boama
Noel Park	Consent to display an advertisement	HGY/2023/2789	Approve with Conditions	30/11/2023	Unit 7, 88-96 High Road, Wood Green, London, N22 6HE	Consent to display an advertisement of a non-illuminated sign	Zara Seelig
Noel Park	Householder planning permission	HGY/2023/2802	Refuse	12/12/2023	119 Hewitt Avenue, Wood Green, London, N22 6QE	Installation of 5no. replacement uPVC windows to front elevation.	Cameron Sturges
Noel Park	Full planning permission	HGY/2023/2829	Approve with Conditions	15/12/2023	679 Green Lanes Wellington Terrace, London N8 0PX	Change of use from bar (Sui Generis) to Class E (Ea, Eb and Ec only) use for the Ground Floor & Basement	Nathan Keyte
Noel Park	Lawful development: Proposed use	HGY/2023/2967	Approve	29/11/2023	Unit 55, Wood Green Shopping City, High Road, Wood Green, London, N22 6YD	Use as medical services under Use Class E	Gareth Prosser
Noel Park	Householder planning permission	HGY/2023/3039	Approve with Conditions	20/12/2023	91 Russell Avenue, Wood Green, London, N22 6QA	Erection of single storey rear extension following demolition of existing. Proposed external alterations including replacement of windows & doors, reinstatement of front boundary pedestrian gate & fence and alterations to exterior finish.	Laina Levassor
Noel Park	Consent to display an advertisement	HGY/2023/3092	Approve with Conditions	15/12/2023	144 High Road, Wood Green, London, N22 6EB	Display of advertisements including externally illuminated fascia sign and externally illuminated projecting sign.	Emily Whittredge
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2986	Not Required	18/12/2023	61 Willingdon Road, Wood Green, London, N22 6SE	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
Noel Park	Approval of details reserved by a condition	HGY/2023/1363	Approve	07/12/2023	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to Condition 51(B) ?Partial Discharge (Secured by Design) attached to planning permission HGY/2017/3117 in relation to Block D3 only.	Valerie Okeiyi
Northumberland Park	Lawful development: Existing use	HGY/2023/2873	Approve	30/11/2023	51 Sutherland Road, Tottenham, London, N17 0BN	Certificate of Lawfulness for existing use as 4 self-contained units	Laina Levassor
Northumberland Park	Prior notification: Development by telecoms operators	HGY/2023/3365	Permitted Development	20/12/2023	Side of 15-17 Tariff Road, Brantwood Road, Tottenham, London, N17 0DY	Formal notification in writing of one calendar month notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed installation comprises ? the removal and replacement of 1no. cabinet, the removal and replacement of 9no. MHA, the removal and replacement of 3no. antenna, and development ancillary reworks thereto.	Kwaku Bossman-Gyamera

Northumberland Park	Approval of details reserved by a condition	HGY/2023/2686	Approve	30/11/2023	45-47 Garman Road, London N17 0UR	Approval of details reserved by a condition 19 (Urban Greening Factor) to attached planning permission Ref: HGY/2022/2293	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2023/2729	Approve	05/12/2023	175 Willoughby Lane, London N17 0RX	Approval of details reserved by a condition 6a(Site Registration) attached to planning reference HGY/2022/0664	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2023/2813	Approve	12/12/2023	175 Willoughby Lane, London N17 0RX	Approval of details reserved by a condition 11 (Drainage) attached to planning permission ref. HGY/2022/0664 granted on 24th February 2022 for the demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2023/2909	Approve	12/12/2023	175 Willoughby Lane, London N17 0RX	Approval of details reserved by a condition 12 (Management & Maintenance) attached to planning permission ref. HGY/2022/0664 granted on 24th February 2022 for the Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2023/2910	Approve	20/12/2023	175 Willoughby Lane, London N17 0RX	Approval of details for condition 17 (External Lighting) pursuant to planning permission ref. HGY/2022/0664 for the demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.	Sarah Madondo
Seven Sisters	Lawful development: Existing use	HGY/2023/2641	Approve	27/11/2023	55 West Green Road, Tottenham, London, N15 5DA	Lawful certificate for existing use of the property as 5no. self-contained residential flats (C3)	Kwaku Bossman-Gyamera

Seven Sisters	Approval of details reserved by a condition	HGY/2023/0787	Not Determined	13/12/2023	Land rear of Plevna Crescent, London N15 6DW	Approval of details pursuant to conditions 17 (External Lighting) attached to planning permission HGY/2017/2036	Valerie Okeiyi
Seven Sisters	Approval of details reserved by a condition	HGY/2023/1981	Approve	20/12/2023	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 10 (Method of Construction Statement) pursuant to planning permission ref: HGY/2022/2250 (Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.)	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2023/1983	Approve	11/12/2023	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 15 (Pollution) attached to planning permission ref: HGY/2022/2250 (Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate) granted on 23rd January 2023.	Gareth Prosser

Seven Sisters	Approval of details reserved by a condition	HGY/2023/2949	Approve	19/12/2023	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 19 (Tree Protection) pursuant to planning permission ref: HGY/2022/2250 granted on 31st August 2022 for the Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.	Gareth Prosser
South Tottenham	Change of use	HGY/2021/3266	Not Determined	28/11/2023	160, Page Green Terrace, London, N15 4NU	Retrospective planning application for the change of use, for the use and retention of use class E (Commercial, business and service) uses artist, media, (Photography/Music/Recording Studio/Production) use with associated facilities on the premises for a temporary period of 5 years.	Mark Chan
South Tottenham	Householder planning permission	HGY/2023/1591	Approve with Conditions	12/12/2023	19 Norfolk Avenue, Tottenham, London, N15 6JX	Part basement, part ground floor rear extension together with erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension)	Sarah Madondo
South Tottenham	Full planning permission	HGY/2023/2031	Approve with Conditions	12/12/2023	2 Wakefield Road, Tottenham, London, N15 4NL	Change of use of vacant lock-up garages (B8 Use Class) to office space (E Use Class).	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2023/2443	Approve with Conditions	20/12/2023	7 & 8 Craven Park Court, Craven Park Road, Tottenham, London, N15 6AA	Erection of two rear ground floor infill extensions. First-floor front pitched roof extensions, partial hip-to-gable extensions and two front window dormers at first-floor level. Installation of solar panels.	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2023/2550	Approve with Conditions	29/11/2023	47 & 49 Fairview Road, Tottenham, London, N15 6LH	Erection of Type 3 loft at 49 and 47 Fairview Road	Sabelle Adjagboni
South Tottenham	Full planning permission	HGY/2023/2609	Approve with Conditions	18/12/2023	1 Colless Road, Tottenham, London, N15 4NR	Erection of a ground floor infill extension, conversion of garage to residential, alterations to front elevations, and change of use from C4 small HMO to sui generis large HMO to accommodate a maximum of 8 occupants.	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2023/2732	Approve with Conditions	12/12/2023	95 Gladesmore Road, Tottenham, London, N15 6TL	Erection of a type 3 loft extension with 2no. front rooflights and 2no. rear rooflights, and a ground floor single storey rear wraparound extension. (AMENDED DESCRIPTION)	Daniel Boama

South Tottenham	Full planning permission	HGY/2023/2739	Refuse	06/12/2023	Pavement Opposite 214-218 High Road, London N15 5BT	Installation of a free-standing communication hub with LCD advertisement display and defibrillator unit.	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2023/2749	Approve with Conditions	30/11/2023	60-62 Wargrave Avenue N15 6UB	Erection of first floor rear joint extension for nos. 60-62 Wargrave Avenue N15	Zara Seelig
South Tottenham	Householder planning permission	HGY/2023/2756	Refuse	08/12/2023	15 Gladesmore Road, Tottenham, London, N15 6TA	Erection of Type 3 loft extension	Mercy Oruwari
South Tottenham	Householder planning permission	HGY/2023/2801	Approve with Conditions	12/12/2023	138 Gladesmore Road, Tottenham, London, N15 6TH	Erection of porch and Type 3 roof extension	Mercy Oruwari
South Tottenham	Householder planning permission	HGY/2023/2810	Approve with Conditions	30/11/2023	51A Lealand Road, Tottenham, London, N15 6JS	Erection of single storey rear extension	Laina Levassor
South Tottenham	Lawful development: Proposed use	HGY/2023/2901	Permitted Development	19/12/2023	95 Gladesmore Road, Tottenham, London, N15 6TL	Certificate of lawfulness for proposed use of a rear dormer extension above part of the main roof and the outrigger. (AMENDED DESCRIPTION)	Daniel Boama
South Tottenham	Householder planning permission	HGY/2023/2905	Approve with Conditions	21/12/2023	147 Fairview Road, Tottenham, London, N15 6TS	Erection of additional storey with loft accommodation at 3rd level within a pitched roof ('Type 3' roof extension)	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2023/2936	Approve with Conditions	21/12/2023	1 Riverside Road, Tottenham, London, N15 6DA	Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 roof extension)	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2023/2965	Approve with Conditions	19/12/2023	53 Lealand Road, Tottenham, London, N15 6JT	Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension) with 2no. front rooflights and 2no. rear rooflights.	Daniel Boama
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2792	Not Required	28/11/2023	62 Lealand Road, Tottenham, London, N15 6JT	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2800	Not Required	28/11/2023	138 Gladesmore Road, Tottenham, London, N15 6TH	Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2860	Not Required	30/11/2023	76 Springfield Road, Tottenham, London, N15 4AZ	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Laina Levassor
St Ann's	Lawful development: Proposed use	HGY/2023/2688	Permitted Development	01/12/2023	42 Clarence Road, Tottenham, London, N15 5BB	Certificate of Lawfulness for the replacement of the side door and window with sliding doors and replacement of rear facing ground floor window with a slot window.	Mercy Oruwari
St Ann's	Householder planning permission	HGY/2023/2737	Approve with Conditions	05/12/2023	34 Avenue Road, Tottenham, London, N15 5JH	Insertion of rear dormer with rooflights on front slope plus raising the main ridge by 350mm.	Zara Seelig
St Ann's	Lawful development: Proposed use	HGY/2023/3040	Permitted Development	30/11/2023	66 Woodlands Park Road, Tottenham, London, N15 3RX	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion	Laina Levassor

St Ann's	Lawful development: Proposed use	HGY/2023/3170	Permitted Development	14/12/2023	160 Cornwall Road, Tottenham, London, N15 5AU	Rear roof extension (Certificate of lawfulness)	Emily Whittredge
St Ann's	Approval of details reserved by a condition	HGY/2023/2978	Approve	20/12/2023	Office, 434 St Anns Road, Tottenham, London, N15 3JH	Approval of details for condition pursuant to condition 4 (Refuse, Waste & Recycling facilities), condition 5 (Cycle Parking) and condition 6 (Materials) pursuant to planning permission ref. HGY/2019/2601 for the alteration, extension and conversion of existing building to provide a 43.7sqm commercial retail unit on the ground floor (Use Class A1) and 6 no. residential apartments	Laina Levassor
Stroud Green	Householder planning permission	HGY/2023/1669	Approve with Conditions	14/12/2023	81 Mount View Road, Hornsey, London, N4 4JA	Construction of single-storey side infill extension to rear of ground floor of property; construction of dormer roof extension to rear of property; alterations to fenestration on rear and side elevations, including new ground floor oriel window on rear elevation; relocation of roof lights on front roof slope	Eunice Huang
Stroud Green	Householder planning permission	HGY/2023/2037	Approve with Conditions	12/12/2023	19 Connaught Road, Hornsey, London, N4 4NT	Replace all single glazed timber sash windows with double glazed timber sash windows to match existing style, frame colour and fenestration. Replace timber four panel front door with new timber four panel front door to match existing style and scale.	Josh Parker
Stroud Green	Full planning permission	HGY/2023/2038	Approve with Conditions	30/11/2023	43 Florence Road, Hornsey, London, N4 4DJ	The proposal is to replace all single glazed timber sash windows with double glazed timber sash windows to match existing style, colour and fenestration.	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/2042	Approve with Conditions	30/11/2023	90 Florence Road, Hornsey, London, N4 4DR	Replacement of the existing single glazed timber sash windows, replacement of existing damaged concrete roof tiles (pitched roof), renewal of existing flat roof covering to the ground floor bay windows, repointing of the existing chimney stack, and repairs to the facing brickwork & renew/repoint areas of damaged mortar.	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/2074	Approve with Conditions	13/12/2023	8 The Grove, Hornsey, London, N4 4HJ	The proposal is to replace the existing single glazed timber sash windows with double glazed timber sash windows. The proposal also includes the replacement of the existing part-glazed three panel timber door with a new door to match existing style. Damaged concrete tiles will be replaced to match existing material and profile.	Josh Parker

Stroud Green	Full planning permission	HGY/2023/2103	Approve with Conditions	18/12/2023	30 Stapleton Hall Road, Hornsey, London, N4 3QD	The proposal is to replace half round black uPVC rainwater goods to match existing material, replace all single glazed timber sash windows with double glazed timber sash windows to match existing style, frame, colour and fenestration, repair to facing brickwork and renew areas of loose / damaged pointing, and replacement of front entrance door and side access door.	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/2104	Approve with Conditions	12/12/2023	75 Lancaster Road, Hornsey, London, N4 4PL	Replacement of all single glazed sash timber windows with double glazed sash timber windows to match existing style, front entrance timber part glazed panelled door with new timber part glazed panelled door to match existing style and existing timber side access door is to be replaced with a new timber side access door, two panel part-glazed.	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/2124	Refuse	20/12/2023	Second Floor Flat, 45 Victoria Road, Hornsey, London, N4 3SJ	Formation of rear dormer to top floor flat	Eunice Huang
Stroud Green	Householder planning permission	HGY/2023/2144	Approve with Conditions	30/11/2023	112 Stapleton Hall Road, Hornsey, London, N4 4QA	Replacement of single glazed timber windows with matching double glazed. Matching replacement of rear entrance, uPVC rainwater goods. Repair and redecoration of fascias and soffits to match existing.	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2023/2177	Approve with Conditions	28/11/2023	6 The Grove, Hornsey, London, N4 4HJ	Replacement of existing single glazed timber windows with like for like double glazed timber windows. Replacement of roof with new high-performance felt system. Like for like replacement of existing front door. Repairs and redecorations to existing porch, matching the current style and colour.	Mercy Oruwari
Stroud Green	Full planning permission	HGY/2023/2179	Approve with Conditions	12/12/2023	65 Stapleton Hall Road, Hornsey, London, N4 3QF	Renew concrete tile pitched roofing to match existing, existing felt flat roof with new high performance flat roofing to match existing, renew and repair wall finish - facing brickwork/mortar to match existing, replace all single glazed timber sash windows with double glazed timber to match existing, replace front entrance timber part glazed four panel door to match existing and to replace rear entrance timber part glazed two panel door to match existing.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2023/2547	Refuse	01/12/2023	105 Inderwick Road, Hornsey, London, N8 9LA	Proposed two storey rear extension	Sabelle Adjagboni
Stroud Green	Full planning permission	HGY/2023/2628	Refuse	07/12/2023	Flat A, 33 Nelson Road, Hornsey, London, N8 9RX	Erection of single storey rear extension to Flat A	Eunice Huang
Stroud Green	Householder planning permission	HGY/2023/2720	Approve with Conditions	05/12/2023	74 Ridge Road, Hornsey, London, N8 9LH	Erection of side elevation for cycle storage	Mercy Oruwari

Stroud Green	Lawful development: Proposed use	HGY/2023/3169	Permitted Development	05/12/2023	16 Inderwick Road, Hornsey, London, N8 9LD	Certificate of lawfulness for proposed rear dormer extension and associated front rooflights to facilitate loft conversion	Laina Levassor
Stroud Green	Prior notification: Development by telecoms operators	HGY/2023/3248	Permitted Development	05/12/2023	Video Court, Mount View Road, Hornsey, London, N4 4SJ	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposal is for an upgrade to the existing rooftop telecommunications equipment. The existing 6No. RRU?s are to be removed and replaced with proposed 6No. RRU?s (2No. per sector.) The existing cabin to be refreshed internally and associated ancillary works. Existing 1No. Antenna to be relocated.	Kwaku Bossman-Gyamera
Tottenham Central	Removal/variation of conditions	HGY/2023/1837	Approve with Conditions	06/12/2023	Land adjacent to 138 Winchelsea Road, Tottenham, London, N17 6XQ	Variation of condition 13 (Social Rent) attached to planning permission ref: HGY/2020/0927 (Erection of three-storey 2-bedroom dwelling house), to allow flexibility for the Council to charge London Affordable Rent	Sarah Madondo
Tottenham Central	Removal/variation of conditions	HGY/2023/1934	Approve with Conditions	07/12/2023	Redlands, Summerhill Road, Tottenham, London, N15 4HE	Application under Section 73 to vary the wording of condition 14 of planning permission ref: HGY/2020/1779 (Redevelopment of existing garages and parking area for the provision of 8 residential units, comprising 6 apartments in two blocks fronting West Green Road and Summerhill Road and 2 houses at the rear of the site with associated access, amenity space, refuse/recycling and cycle storage facilities and landscaping.) to give Local Authority flexibility to charge rent at London Affordable Rate.	Sarah Madondo
Tottenham Central	Full planning permission	HGY/2023/1989	Refuse	21/12/2023	89 Philip Lane, Tottenham, London, N15 4JR	Erection of a two-storey building providing a three-bedroom house.	Nathan Keyte
Tottenham Central	Lawful development: Proposed use	HGY/2023/2428	Permitted Development	20/12/2023	54 The Avenue, Tottenham, London, N17 6TD	Certificate of Lawfulness for the proposed change of use from a C3(a) (Single Family Dwelling) to C3(c) - a 4 x bedroom dwelling for use by a small religious group.	Laina Levassor
Tottenham Central	Full planning permission	HGY/2023/2659	Approve with Conditions	29/11/2023	Tottenham Fire Station, 49 St Loys Road, Tottenham, London, N17 6UE	New Window openings to the Breathing Apparatus Training Centre (Block B1)	Oskar Gregersen

Tottenham Central	Householder planning permission	HGY/2023/2795	Approve with Conditions	15/12/2023	29 Bedford Road, Tottenham, London, N15 4HA	The proposed alterations that constitute this application are: 1. Demolition of existing garage and lean-to side extension, construction of a part single storey, part two storey side extension. 2. Alterations to the existing side return extension with single storey side return extension, with glazed roof. 3. New dormer to rear roof pitch and skylight to the front pitch. 4. Replacement of single glazed timber windows with double glazed timber units on the front and rear elevations, finished in white to match the existing windows.	Kwaku Bossman-Gyamera
Tottenham Central	Lawful development: Existing use	HGY/2023/2885	Approve	20/12/2023	6 Philip Lane, Tottenham, London, N15 4JB	Existing use of ground floor as 2 flats; front flat A and rear flat B	Oskar Gregersen
Tottenham Central	Full planning permission	HGY/2023/2888	Approve with Conditions	20/12/2023	6 Bedford Road, Tottenham, London, N15 4HA	Erection of outbuilding	Sabelle Adjagboni
Tottenham Central	Lawful development: Existing use	HGY/2023/2982	Approve	22/12/2023	81 Steele Road, Tottenham, London, N17 6YJ	Certificate of Lawful development for existing use of the ground floor of 81 Steele Road as 2 separate flats	Kwaku Bossman-Gyamera
Tottenham Central	Lawful development: Proposed use	HGY/2023/3076	Permitted Development	21/12/2023	71 Handsworth Road, Tottenham, London, N17 6DB	Certificate of Lawfulness for single storey ground floor rear extension, rear dormer with linked roof extension and insertion of 2 front rooflights (proposed)	Valerie Okeiyi
Tottenham Central	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2992	Refuse	18/12/2023	103 St Loys Road, Tottenham, London, N17 6UE	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m	Oskar Gregersen
Tottenham Central	Approval of details reserved by a condition	HGY/2023/1961	Approve	04/12/2023	67, Sterling House, Lawrence Road, Tottenham, London, N15 4EY	Approval of details pursuant to condition 6 (hard and soft landscaping) attached to planning permission HGY/2018/3655	Valerie Okeiyi
Tottenham Green	Full planning permission	HGY/2022/0257	Approve with Conditions	08/12/2023	32, Summerhill Road, London, N15 4HD	Demolition and redevelopment of the site for three storey front and two storey rear buildings to accommodate 6 x residential (C3) units and parking and detached bike and refuse stores, incorporating the removal of 5 x existing trees	Samuel Uff
Tottenham Hale	Removal/variation of conditions	HGY/2023/1804	Refuse	07/12/2023	448-454 High Road, Tottenham, London, N17 9JN	Variation of Condition 3) i) (hours of operation of Nos 450 ? 454 High Road) of appeal decision APP/Y5420/W/20/3260036 (ref. HGY/2020/1777) for: Change of use of the ground floor to part adult gaming centre and part coffee and cake shop, namely to extend the opening hours to: Thu, Fri and Sat: from 0900hrs to 0600hrs the following day; and Sun, Mon, Tue and Wed: from 0900hrs to 0200hrs the following day.	Emily Whittredge

Tottenham Hale	Full planning permission	HGY/2023/1806	Approve with Conditions	07/12/2023	Ground floor commercial unit, 7 Station Road, Tottenham Hale, London, N17 9LR.	Installation of 75mm deep louvre on front elevation to serve plant space associated with ground floor commercial premises	Oskar Gregersen
Tottenham Hale	Full planning permission	HGY/2023/2824	Approve with Conditions	15/12/2023	10 Dawlish Road, Tottenham, London, N17 9HP	Loft Conversion with rear dormer and 2no front roof windows. External and internal alterations.	Kwaku Bossman-Gyamera
Tottenham Hale	Lawful development: Proposed use	HGY/2023/2932	Permitted Development	08/12/2023	11 Carew Road, Tottenham, London, N17 9BA	Rear dormer and outrigger roof extension; front roof lights (Certificate of lawfulness)	Emily Whittredge
Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2830	Not Required	01/12/2023	10 Dawlish Road, Tottenham, London, N17 9HP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m	Oskar Gregersen
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0985	Approve	30/11/2023	456-460 High Road, Tottenham, London, N17 9JD	Approval of details reserved by condition 5 (Method of Construction Statement) attached planning permission Ref: HGY/2019/2500 allowed on planning appeal under Ref: APP/Y5420/W/20/3247975.	Kwaku Bossman-Gyamera
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2465	Approve	15/12/2023	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Approval of details pursuant to Condition C2 (Commercial Waste Management Plan) in relation to non-residential floorspace in Plot C (WELBOURNE site) of the Tottenham Hale Centre planning permission (ref: HGY/2018/2223) dated 27 March 2019 in relation to the health centre.	Philip Elliott
Tottenham Hale	Non-Material Amendment	HGY/2023/3164	Approve	21/12/2023	Tottenham Hale Station, London Underground Ltd, Station Road, Tottenham, London, N17 9LR	Non-material amendment of planning permission ref. HGY/2018/1897 (which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale), to amend the ?Description of Development? so as to remove reference to a new station entrance from Hale Village.	Nathan Keyte
Unknown	Consent under Tree Preservation Orders	HGY/2022/1607	Not Determined	07/12/2023	Cranford Way Industrial Estate, Cranford Way, London, N8 9DG	Works to trees protected by a TPO: 1005 London Plane, 1006 European Ash, 1007 Rowan - reduce. 1008 Rowan - fell. Trees 1005/1006/1007 on our Tree Survey are to be reduced due to tenants complaints and relate to trees 11/12/13 on the Council Report. Tree 1008 needs to be felled and relates to tree 14 on the Council Report.	Matthew Gunning
West Green	Householder planning permission	HGY/2023/1972	Not Determined	08/12/2023	307 Lordship Lane, Tottenham, London, N17 6AB	Conversion of single dwelling into two self-contained flats (retrospective)	Mercy Oruwari
West Green	Full planning permission	HGY/2023/2769	Approve with Conditions	11/12/2023	Flat A, 5 Hawke Park Road, Tottenham, London, N22 6RE	Installation of a pre-fabricated garden office in the back garden	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2023/2820	Approve with Conditions	13/12/2023	88 Downhills Park Road, Tottenham, London, N17 6PB	Erection of single storey rear extension.	Mercy Oruwari

West Green	Prior approval Part 3 Class M: Retail or betting office or pay day loan shop to dwellinghouses	HGY/2023/2923	Refuse	22/12/2023	412 West Green Road, Tottenham, London, N15 3PU	Application to determine if prior approval is required for a proposed change of use of the existing launderette (Sui Generis Use) to one two-bedroom flat (Class C3). Application made under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class M.	Oskar Gregersen
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2954	Not Required	13/12/2023	87 Boundary Road, Tottenham, London, N22 6AS	Erection of single storey extension which extends beyond the rear wall of the original house by 4.79m, for which the maximum height would be 3.82m and for which the height of the eaves would be 3m	Sabelle Adjagboni
West Green	Approval of details reserved by a condition	HGY/2023/2281	Approve	20/12/2023	Land between 145-147 Downhills Way, London N17 6AH	Approval of details to partially discharge condition 4a (Desktop study) & 4b (Conceptual Model) attached to planning permission HGY/2021/3223.	Sarah Madondo
West Green	Approval of details reserved by a condition	HGY/2023/2694	Approve	05/12/2023	Land between 145-147 Downhills Way, London, N17 6AH	Approval of details reserved by a condition 7(Materials) attached to planning reference HGY/2021/3223	Sarah Madondo
West Green	Approval of details reserved by a condition	HGY/2023/2977	Approve	20/12/2023	17 Frome Road, Tottenham, London, N22 6BP	Approval of details for condition 3 (Secured cycle parking) pursuant to planning permission ref. HGY/2023/0508 granted on 21st February 2023 for the reversion from two flats to single family dwelling	Sarah Madondo
White Hart Lane	Full planning permission	HGY/2023/2630	Refuse	27/11/2023	Flat B, 129 Granville Road, Wood Green, London, N22 5LS	An outrigger roof extension to include balcony	Josh Parker
White Hart Lane	Householder planning permission	HGY/2023/2700	Approve with Conditions	04/12/2023	3 Saxon Road, Wood Green, London, N22 5EB	Demolition of existing external store. Demolition of boundary wall. Ground floor rear extension. Alterations to patio. Internal alterations.	Zara Seelig
White Hart Lane	Householder planning permission	HGY/2023/2722	Refuse	06/12/2023	5 Waltheof Avenue, Tottenham, London, N17 7PL	Erection of first floor rear extension.	Daniel Boama
White Hart Lane	Lawful development: Proposed use	HGY/2023/3081	Permitted Development	30/11/2023	57 The Roundway, Tottenham, London, N17 7HB	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion with associated rooflights	Laina Levassor
White Hart Lane	Lawful development: Existing use	HGY/2023/3143	Approve	29/12/2023	74 Henningham Road, Tottenham, London, N17 7AN	Certificate of Lawfulness for the existing single storey rear extension. (AMENDED DESCRIPTION)	Mark Chan
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/3080	Not Required	06/12/2023	57 The Roundway, Tottenham, London, N17 7HB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.95m	Laina Levassor
White Hart Lane	Approval of details reserved by a condition	HGY/2023/1658	Approve	04/12/2023	Land to the Rear of 163-173, The Roundway, London, N17 7HE	Partial discharge of details reserved by condition 9 (Land Contamination) attached to planning permission HGY/2022/0238, with approval of part 9(e) of this condition only.	Zara Seelig

White Hart Lane	Non-Material Amendment	HGY/2023/2570	Approve	27/11/2023	Unit 8, 555 White Hart Lane, Tottenham, London, N17 7RP	Non-material amendment following the grant of planning permission HGY/2020/0635 for the installation of x1 louvered vent on the west elevation of Unit 8 and x2 louvered vents to the south elevation of Unit 8	Valerie Okeiyi
Woodside	Full planning permission	HGY/2023/0289	Approve with Conditions	28/11/2023	12 Palmerston Road, Wood Green, London, N22 8RG	Loft conversion with rear dormer and outrigger extension.	Sabelle Adjagboni
Woodside	Consent to display an advertisement	HGY/2023/2640	Approve with Conditions	27/11/2023	Atm Site, 644-646 Lordship Lane, Wood Green, London, N22 5JH	Installation of advertisement surround with halo lighting to existing retail unit's ATM	Eunice Huang
Woodside	Householder planning permission	HGY/2023/2711	Approve with Conditions	05/12/2023	First Floor Flat, 23, Cranbrook Park, London, N22 5NA	Loft conversion with a rear dormer extension, construction of a rear roof terrace with a 1.6m high glazed balustrade, and insertion of 3no. rooflights on front roof slope, 1no. rooflight and 3no. solar panels above roof dormer, and enlargement of existing side bathroom window.	Daniel Boama
Woodside	Householder planning permission	HGY/2023/2851	Approve with Conditions	18/12/2023	395 High Road, Wood Green, London, N22 8JB	Replacement of existing timber sash windows on the front, rear, and side elevations, with white thick profile double glazed uPVC windows.	Daniel Boama
Woodside	Full planning permission	HGY/2023/2852	Approve with Conditions	14/12/2023	397 High Road, Wood Green, London, N22 8JB	Replacement of existing timber sash windows with double glazed uPVC windows	Laina Levassor
Woodside	Householder planning permission	HGY/2023/2955	Approve with Conditions	20/12/2023	39 Leith Road, Wood Green, London, N22 5QA	Replacement of parts of existing conservatory roof and wall frames with new windows, additional guttering, and insulated stud infills. Replacement of WC window with a new window. Insulated infill to side of roof.	Daniel Boama
Woodside	Lawful development: Proposed use	HGY/2023/3183	Permitted Development	20/12/2023	39 Bracknell Close, Wood Green, London, N22 5RE	Certificate of Lawfulness for proposed single storey rear extension	Laina Levassor
Woodside	Approval of details reserved by a condition	HGY/2023/2063	Approve	12/12/2023	Wood Green Social Club, 3 Stuart Crescent, Wood Green, London, N22 5NJ	Approval of details pursuant to conditions 18 and 19 (Basement Impact Assessment) attached to planning permission HGY/2021/2031.	Eunice Huang
	Full planning permission	HGY/2022/3820	Approve with Conditions	15/12/2023	57, Northumberland Park, Tottenham, London, N17 0TB	Replace existing windows with new double glazed pVCU windows.	Roland Sheldon
	Full planning permission	HGY/2022/3834	Approve with Conditions	15/12/2023	Flat B, 12 Willoughby Park Road, Tottenham, London, N17 0RA	Replacement of existing timber and crittall windows with new double glazed windows.	Neil McClellan